

# GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. IV. No. 1.

CHICAGO, ILL., JANUARY 10, 1900.

FIVE CENTS PER COPY.  
ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

<b>E. R. ULRICH &amp; SONS,</b> Shippers of Choicest Milling WHITE and YELLOW CORN, Also MIXED and WHITE OATS. Main Office, <b>SPRINGFIELD, ILL.</b> Elevators in Central Illinois on Wabash, C. & A., C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.	<b>EDWIN BEGGS,</b> ASHLAND, ILL. <b>Grain Shipper.</b> Elevators on C. & A. and B. & O. S. W.	<b>KENTLAND, IND.</b> <b>MCCRAY &amp; MORRISON,</b> SHIPPERS .....OF <b>CORN, CLIPPED AND NATURAL OATS</b> Our Special Brand of White Oats is a favorite wherever tried. Grain Warehouses at Kentland, Beaver City, Earl Park, Morocco, Remington, Ind., and Effner, Ill.
<b>The Greenleaf-Baker</b> Grain Company, ATCHISON, KAN. <b>GRAIN BUYERS AND SHIPPERS.</b>	Elevators on Wabash & I. C. R. R. <b>KNIGHT &amp; SON,</b> MONTICELLO, ILL. OUR SPECIALTY.... ..... Shipping Corn and Oats.	<b>H. WORK &amp; CO.</b> Dealers <b>...In Grain,</b> MILLING WHEAT A SPECIALTY. ELLSWORTH, KAN.

## REGULAR GRAIN RECEIVERS.

<b>DANIEL P. BYRNE &amp; CO</b> SUCCESSORS TO Redmond Cleary Com. Co. Established 1854. Incorporated 1887. <b>Grain, Hay and Seeds,</b> Chamber of Commerce, ST. LOUIS, MO.	<b>E. A. GRUBBS</b> <b>GRAIN CO.</b> GREENVILLE, O. Buyers of Grain in car lots on all roads. CHOICE MILLING WHEAT a specialty. Correspondence solicited.	L. Bartlett, O. Z. Bartlett. B. G. Ellsworth, J. L. Dolan <b>L. BARTLETT &amp; SON,</b> Grain Commission Merchants, Rooms 23 & 24, Chamber of Commerce Bldg. Branch Houses: CHICAGO, MINNEAPOLIS. MILWAUKEE.
<b>L. G. GRAFF &amp; SON,</b> <b>GRAIN.</b> Room 654, Bourse Bldg. PHILADELPHIA, PA. Oats and Milling Wheat a Specialty. Correspondence Solicited.	<b>EDWARD P. MERRILL,</b> <b>Grain Broker,</b> PORTLAND, ME.	<b>DANIEL McCAFFREY'S SONS,</b> Receivers and Shippers of <b>Hay, Grain, Mill Feed,</b> 716-718 Fifth Ave. Established 1867. Reference: Duquesne Nat. Bank. Pittsburgh, Pa.
<b>C. A. FOSTER,</b> RECEIVER AND SHIPPER ANY RAILROAD, PITTSBURG, PA. P. O. Address, CARNEGIE, PA. Reference: Freehold Bank, Pittsburg, Pa.	CONRAD KIPP. S. K. NEER. J. H. ROYER. <b>GREENVILLE</b> <b>GRAIN CO.</b> GREENVILLE, O. <b>GRAIN AND HAY</b> ON ANY RAILROAD.	<b>W. H. SMALL &amp; Co.</b> RECEIVERS AND SHIPPERS <b>GRAIN, SEEDS AND HAY,</b> Office, 7 and 9 Upper 1st Street, EVANSVILLE, IND. Warehouses, Belt R.R., cor. Penna. & Bellevue Sts.

Conveying, Elevating and  
Power Transmitting Machinery.

Send for OUR NEW CATALOG...380 Pages.



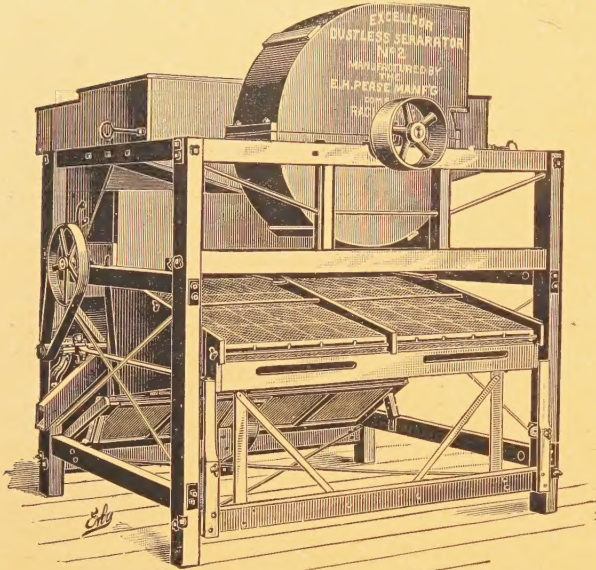
A COMPLETE Line of the BEST.  
**H. W. CALDWELL & SON CO.**

127-133 W. Washington St., CHICAGO, IL.



# THE EXCELSIOR DUSTLESS ELEVATOR SEPARATOR

Has a larger sieve surface and a Suction Cleaning System of greater possible capacity, yet capable of more delicate adjustment when light suction is wanted, than any other cleaner of same rated capacity.



Excelsior Dustless Elevator Separator.

WE make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.

**THE ADAMS** Self Contained, Portable and Stationary Grain Elevating outfits unload the largest wagon loads of ear corn, shelled corn or small grain into crib, car, flat house or granary in from three to five minutes, one horse or a small engine does all the heavy work. Send for circulars . . . . .

All Kinds of Power Plants, General Machinery and Supplies for Grain Elevators, Mills, Malt Houses and Breweries.

Our New Catalog No. 10 is Just Out. Send for a Copy.

## E. H. PEASE MFG. CO., RACINE, WIS.

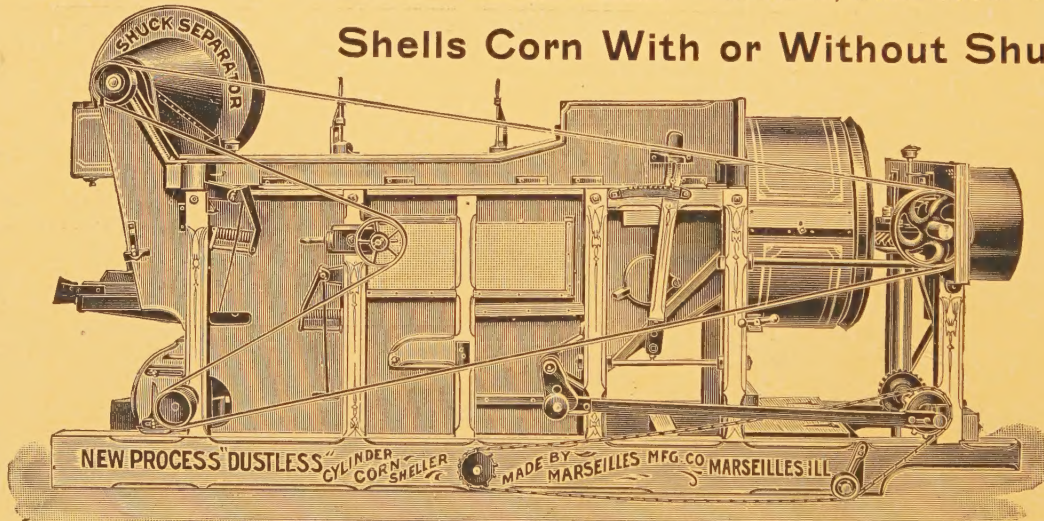
### THE NEW PROCESS

"DUSTLESS" "Shuck Corn"  
Shellers, Separators and Cleaners,  
FOR FIELD, WAREHOUSE OR GIN HOUSE.

### Shells Corn With or Without Shuck.

In one operation corn is husked and shelled, separated and cleaned.

Delivers corn, shucks and cobs at different points all ready for the market.



Ear Corn Feeders, Shelled Corn Elevators and Cob Carriers are furnished when wanted attached to and driven from the machine.

Can also be mounted on trucks and used as a Field Sheller.

### A NEW PROCESS IN FACT

Employing New, Original and Patented Mechanical Principles never before combined in any Machine. The husking, and shelling is accomplished by the "Spiral" cylinder revolving at a high rate of speed inside of the concave, which is made up of separate grated staves. The concave is adjustable for all classes of corn. The corn is thoroughly cleaned by means of a blast and suction fan working in conjunction with each other the dirt being blown through a dust spout to any point desired. The husks are separated from the cobs by a powerful suction fan, which carries them from the machine in a tight spout. Shelling parts are made of white iron and are durable.

No waste of grain or power. Cobs left in good shape for fuel.

Address **Marseilles Mfg. Co., Marseilles, Ill.**



# REGULAR GRAIN RECEIVERS.

Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

## CHICAGO.

### GRAIN DEALERS....

#### We Want Your Business.

If you appreciate **Honest Work. Good Treatment and Prompt Returns**, consign your grain to us.

**CALUMET GRAIN and ELEVATOR COMPANY, ...CHICAGO.**  
Arthur Sawers in charge of receiving business.

### ROSENBAUM BROS.

Receivers and Shippers.

Correspondence Solicited.

Room 77 Board of Trade Building,  
CHICAGO, ILL.

Established 1865.

### L. EVERINGHAM & Co.,

COMMISSION - MERCHANTS.

Specialties:—Grain and Seeds of all kinds by sample upon their merits.

Consignments solicited; correspondence invited.

SUITE 80 BOARD OF TRADE, CHICAGO, ILL.

Jno. S. Carpenter, Pres. M. R. Montague, Vice-Pres.  
H. A. Leland, Sec'y and Treas.

### MONTAGUE & COMPANY,

Successors to Montague, Barrett & Co.

COMMISSION MERCHANTS,

Flour, Grain, Millstuffs, Consignments and Options.  
6 and 8 Sherman St. CHICAGO, ILL.

Established 1871. Correspondence solicited.

### JAMES P. SMITH & CO.

Grain Merchants,

417-418 Rialto Building, CHICAGO.

CONSIGNMENTS SOLICITED.

Henry Hemmelgarn.

Philip H. Schiffin.

### H. HEMMELGARN & CO.

COMMISSION MERCHANTS.

Grain, Seeds and Provisions.

Rooms, 317, 318, 319 Rialto Bldg., CHICAGO.

Consignments solicited. Correspondence invited.

I. P. Rumsey. F. P. Schmitt. Fredk. Dickinson.

### RUMSEY, LIGHTNER & CO.

Commission Merchants,

226 La Salle Street, ....CHICAGO.

Special attention given to handling Grain and Seeds in car lots on spot and for forward delivery.

W. F. Johnson

F. J. Schuyler

### W. F. JOHNSON & CO.

GRAIN, SEED AND PROVISION

Commission Merchants

Room 59, Board of Trade, CHICAGO

Branch Offices,  
Minneapolis, St. Louis, Milwaukee

H. A. DREISKE,

G. R. HINNERS.

### DREISKE & HINNERS,

COMMISSION MERCHANTS,

DEALERS IN GRAIN AND HAY,

Elston Avenue and Blackhawk St., CHICAGO.

Telephone West 386.

C. H. MATTHIESSEN, President.

S. T. BUTLER, Vice President.

CHAS. L. GLASS, Treas. and Secy.

## The Glucose Sugar Refining Company,

General Offices, The Rookery, CHICAGO, ILL.

### FACTORIES:

CHICAGO  
PEORIA  
ROCKFORD

} ILL.

MARSHALLTOWN } IA.  
DAVENPORT

The world's largest consumers of Corn. Daily consumption, **100,000 bushels**. We are always in the market for corn, and confine our bids to regular grain dealers. Write or wire us when you wish to sell.

JOS. P. GRIFFIN, Mgr. Grain Dept.

Members Chicago Board of Trade.

### JOHN LALLY & SON.

Established 1868.

COMMISSION MERCHANTS.

### GRAIN, HAY AND SEEDS,

626 Rialto Building, CHICAGO.

## PHILADELPHIA.

### MILTON SHIVE,

Brokerage and Commission,

Grain and Mill Feed.

464 Bourse. PHILADELPHIA, PA.

### L. F. MILLER & SONS,

Receivers and Shippers of

Grain, Feed, Seeds, Hay, etc.

CONSIGNMENTS SOLICITED.

Office, 2933 N. Broad St., PHILADELPHIA, PA.  
Elevator and Warehouse,  
Germantown Jct., P. R. R.

## NEW YORK.

CHAS. B. MORRIS.

CHAS. I. LEWARD.

### Chas. B. Morris & Co.

Commission Dealers in

Grain, Feed,  
Hay & Straw,

Foot 131st St., Hudson River,

NEW YORK.

Liberal advances made on all consignments.

References: Mt. Morris and Hamilton Bank, N. Y.

## MINNEAPOLIS.

### McHugh, Christensen & Co.

GRAIN

Commission Merchants,

MINNEAPOLIS....AND....DULUTH.

Sell by Sample and Make Prompt Returns.

Advances Made on Bills of Lading.

## GRAIN...

Make advances on bills lading.

The Van Dusen-Harrington Co.

COMMISSION,

MINNEAPOLIS and DULUTH.

Sell by sample and make prompt returns.

WRITE FOR OUR DAILY MARKET LETTER  
J. H. WARE  
E. F. LELAND

CONSIGN  
YOUR GRAIN AND SEEDS AND  
SEND YOUR ORDERS TO

## WARE & LELAND

200-210 Rialto Building,  
CHICAGO.

Fifteen representatives constantly on the floor of Chicago Board of Trade, thus insuring prompt execution of all orders and close attention to all business entrusted to us.

EDWARD G. HEEMAN

In charge of Receiving Department

Pv

### F. H. PEAVEY & CO.

Grain Receivers,

MINNEAPOLIS, MINN.

Special attention given to consignments.



## REGULAR GRAIN RECEIVERS OF TOLEDO.

E. L. Southworth.  
G. B. McCabe.  
W. H. Bergin.

**SOUTHWORTH & CO.**  
TOLEDO, OHIO.

**Grain and Seeds.**

Track bids offered to all regular dealers. We exclude "Scoop Shovelers."  
**Consignments Solicited.**

J. F. ZAHM. F. W. JAEGER FRED MAYER.  
Established 1879

**J. F. ZAHM & CO.,**  
**GRAIN and SEEDS.** TOLEDO, O.

We make a  
Specialty of  
Handling Consignments.  
Transient buyers and farmers need not write us.

BE FRIENDLY. WRITE OCCASIONALLY.  
Established 1846.

**C. A. KING & CO.**  
TOLEDO, OHIO.

Grain and Clover Seed, spot and futures.  
Special Market and Crop Reports Free.

F. W. Rundell. Established 1877. J. E. Rundell.

**W. A. RUNDELL & CO.**  
**Grain and Seed Merchants.**

We buy, delivered Toledo or f. o. b. your station.  
Personal attention to consignments and trades  
in "futures." Daily market letter free.  
Correspondence solicited.  
Room 33, Produce Exchange, Toledo, Ohio.

Remember the name....

**GRAIN DEALERS  
JOURNAL**

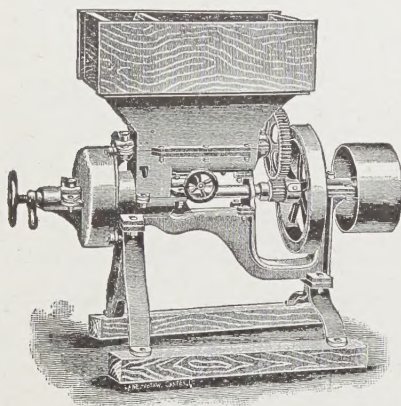
Advertise  
....in it

Subscribe for it

**The Paddock Hodge Co**  
**...GRAIN...**

29 & 30 PRODUCE EXCHANGE, - TOLEDO, O

Fred O. Paddock, Pres.  
Arthur L. Mills, Vice Pres.  
James Hodge, Secy & Treas.



Write for price  
and descriptive catalog.

## No. 12, "BIG S" Power Mill

GRINDS EAR CORN, OATS,  
or any SMALL GRAINS.

Speed, 12,000 revolutions per minute.

Capacity, 25 bushels per hour.

Power required, 10 to 12 horse.

Simple and durable.

**STAVELAND CARRIAGE CO.,**

CHICAGO, ILL.

## LIVE STOCK DEALERS

Consign Your Stock and Address Your  
Correspondence to

**ROSENBAUM BROTHERS & CO.**

Union Stock Yards.....CHICAGO.

KANSAS CITY.

OMAHA

## IF YOU WANT

To buy, sell, rent or lease an elevator, or buy or sell machinery,  
try a liner ad. in the GRAIN DEALERS JOURNAL; its inexpensive  
and effective.

Grain Dealers Headquarters

**THE WYOMING**

**FIRE....  
PROOF.**

FORMERLY  
GORE'S HOTEL.  
European Plan.

RATES: \$1.00 Per Day and Upward.

266 to 274 Clark Street,

One block from Board of Trade  
Half block from new Post Office.

JOHN BAUGH, Manager. **CHICAGO.**



**W**e are the largest Manufacturers of  
**CORRUGATED IRON, STEEL ROOFING, &c.**  
In Chicago. We furnish this Material by the square  
or take contracts for roofing and siding Grain Elevators  
and other buildings anywhere in the country.  
Write us, we can save you money.

**SYKES STEEL ROOFING CO.,**  
611 S. Morgan St., Chicago.

When Writing Advertisers  
Kindly Mention the ....

Grain Dealers Journal.

## DIRECTORY OF REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers and track buyers should confine their business to regular dealers.

### ILLINOIS.

Decatur: Shellabarger Mill & Elevator Co.  
Maroa: Crocker Elevator Co. Elevators on I. C. R. R.  
Monticello: Knight & Son. Elevators on I. C. and Wabash.  
Taylorville: Pratt-Baxter Grain Co. Stations on Wabash.  
Springfield: E. R. Ulrich & Sons. Elevators on Wabash, C. & A., C. P. & St. L. and St. L. C. St. P. & Pawnee Rys.

### INDIANA.

Bluffton: Studabaker, Sale & Co. Ft. W. C. & L.  
Kentland: McCray & Morrison, P. C. C. & St. L.

### IOWA.

Coburg.—G. A. Stibbens; C., B. & Q.  
Des Moines: Des Moines Elevator Co., elevators on C. R. I. & P. R. R.  
Des Moines: B. A. Lockwood Grain Co. C. & G. W. Ry.

### KANSAS.

Atchison: The Greenleaf-Baker Grain Co.  
Ellsworth: H. Work & Co. U. P. R. R.  
Willis: N. B. Hieatt. M. P. R. R.

### NEBRASKA.

Lincoln: W. C. Moore. B. & M. R. R.

### OHIO.

Lima: Clutter & Long. Stations on the Erie R. R.

### OKLAHOMA TERRITORY.

Oklahoma City: Southwestern Grain & Coal Co.

### TEXAS.

Ft. Worth: P. T. Andrews & Co.  
Howe: The Howe Grain & Mercantile Co.  
Sherman: Pittman & Harrison.

### MICHIGAN.

Battle Creek: G. L. McLane & Co. C. & G. T. R. R.



**DIRECTORY OF REGULAR GRAIN RECEIVERS AND DEALERS.**

Dealers and Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

**BALTIMORE.**C. P. Blackburn & Co., 415 Water St.,  
Receivers and Buyers.

Botts &amp; Levering, Grain Commission.

Thomas Lelshear &amp; Co., Grain Receivers.

**BUFFALO.**

W. B. Gallagher, Damaged Grain.

**CHICAGO.**Calumet Grain & Elevator Co., com-  
mission merchants.

Dreiske &amp; Hinners, Commission

L. Everingham &amp; Co., grain and seeds.

H. Hemmelgarn &amp; Co., Commission.

W. F. Johnson &amp; Co., grain and seeds.

Rosenbaum Bros., receivers, shippers.

James P. Smith &amp; Co., Grain.

The Glucose Sugar Refining Co. Buy-  
ers of corn.

Ware &amp; Leland, grain and seeds.

**CINCINNATI.**Collins & Co., Exclusively Commission,  
Grain and Hay.**EVANSVILLE.**

W. H. Small &amp; Co., Grain, Seeds.

**INDIANAPOLIS.**

Bassett &amp; Co., Commission.

**GREENVILLE, OHIO.**

Greenville Grain Co., Track Buyers.

E. A. Grubbs Grain Co., Buyers of  
Grain.**KANSAS CITY.**

Root &amp; Smith, Grain Commission

**MILWAUKEE.**

L. Bartlett &amp; Son, Commission.

**MINNEAPOLIS.**

McHugh, Christensen &amp; Co. Commission.

The Van Duzen-Harrington Co.,  
Grain.**NEW YORK.**

Chas. B. Morris &amp; Co., Grain and Hay.

Geo. N. Reinhardt &amp; Co., Hay, Grain.

**PEORIA, ILL.**P. B. & C. C. Miles, grain commission.  
Warren & Co., Grain.**PHILADELPHIA.**

L. G. Graff &amp; Son., Grain.

Milton Shive, Brokerage, Commission.

**PITTSBURG.**

C. A. Foster, receiver and Shipper.

Daniel McCaffrey's Sons, Grain, Hay.

R. S. McCague, Grain and Hay.

D. G. Stewart, Grain and Hay.

**PORTLAND, ME.**

Edward P. Merrill, Grain Broker.

**ST. LOUIS, MO.**

Daniel P. Byrne &amp; Co., grain, hay, seeds.

Picker &amp; Beardsley, grain, hay, seeds.

**TOLEDO.**

J. J. Coon, Grain and Seeds.

C. A. King &amp; Co., Grain, Clover Seed.

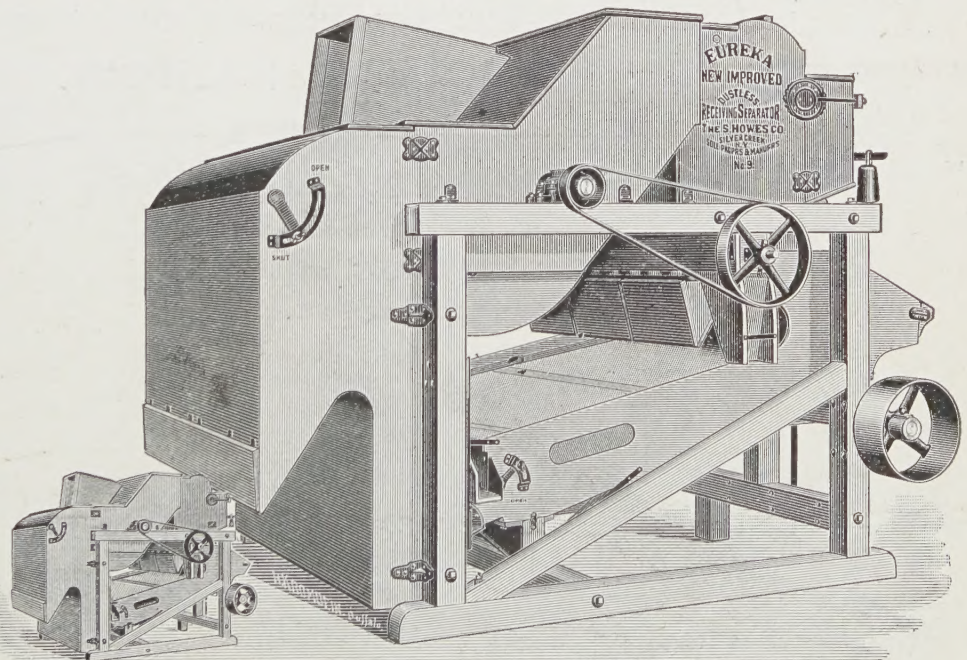
National Milling Co., buyers of wheat.

Paddock, Hodge Co., Grain.

W. A. Rundell &amp; Co., Grain and Seeds.

Southworth &amp; Co., grain and seeds.

J. F. Zahm &amp; Co., grain and seeds.

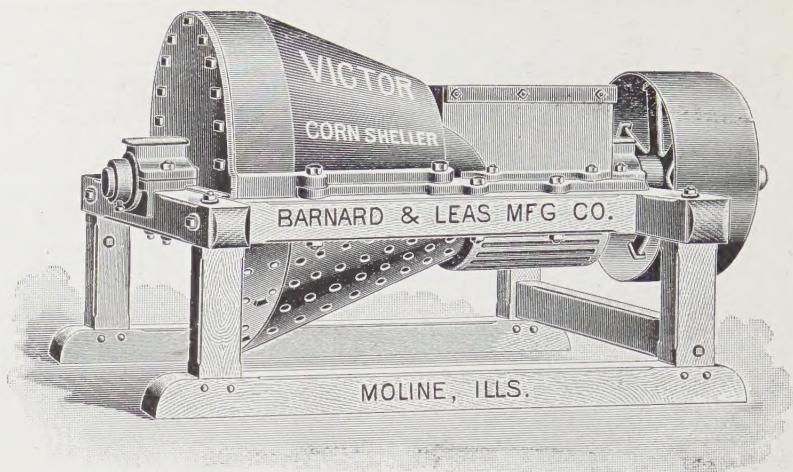
Perfect operation  
and workmanship shown in our  
complete machine.Nothing but the highest grade of  
material used in the construction.Perfect air and sieve separations.  
Easy and smooth running.**EUREKA GRAIN CLEANERS  
AND OAT CLIPPERS,**Guaranteed in every detail.  
Results cannot be equalled.**Eureka Smutters**Need no comment, there being  
over 35,000 in use in the  
largest Elevators and Flour  
Mills throughout the country.**Eureka Milling, Warehouse  
and Elevator Separators.****THE S. HOWES COMPANY, - - EUREKA WORKS, SILVER CREEK, N. Y., U. S. A**



**N**O CORN SHELLER IS GIVING SUCH  
UNQUALIFIED GOOD  
SATISFACTION AS....

## THE VICTOR.

It has a Patent Automatically Acting Feeder, which allows the machine to be run either way without crossing the belt. Is easily adjusted to suit condition of corn. It will not clog, can be stopped and started regardless of quantity of corn in hopper or dump, and can be set in any manner most convenient. Capacity varies with size of machine from 60 to 1300 bushels per hour.



# CORN SHELLING=CORN CLEANING

We have the largest and best lines of Warehouse and Elevator machines for above purposes. We guarantee them to be and do what we claim. Beside the two specifically mentioned on this page we manufacture

LITTLE VICTOR COMBINED SHELLER AND CLEANER.

VICTOR CORN SHELLER AND CLEANER COMBINED. LITTLE VICTOR CLEANER.

BARNARD'S IMPROVED  
DOUBLE AND SINGLE SCREEN DUSTLESS CORN CLEANERS

Any information gladly given.  
We build and fully equip Elevators, Flour Mills, etc.

## BARNARD & LEAS MFG. CO.

MILL BUILDERS AND MILL FURNISHERS,  
MOLINE, ILLINOIS.

### AGENTS

W. H. CALDWELL, 703 Royal Ins. Bldg., Chicago, Ill.

M. M. SNIDER, 411 E. 12th St., Des Moines, Ia.

T. M. VAN HORN, 49 Board of Trade, Indianapolis, Ind.

J. H. WILLIAMS, Lock Box No. 203, Columbus, O.

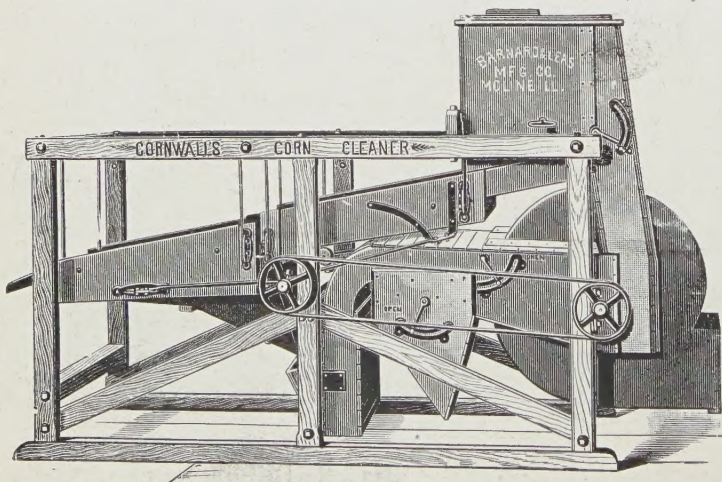
C. E. MANOR, Stanleytown, Page Co., Va.

BARNARD MACHINE CO., Enterprise, Kas.

WILLFORD MFG. CO., 303 S. Third St., Minneapolis, Minn.

ELI STRONG, Kalamazoo, Mich.

R. C. STONE, Springfield, Mo.



**A** WORTHY COMPANION MACHINE TO  
THE VICTOR CORN SHELLER, AND  
FOR ITS PURPOSE WITHOUT A  
SUPERIOR, IS

## CORNWALL'S CORN CLEANER

A combined sieve and air machine. Never clogs; cleans cleaner than any other; corn never grades dirty; once through does the work; saves screenings for feed; is dustless; runs light; is durable. Sieves are adjustable. Cleaner can be used for other grains.



# The Hess Pneumatic Grain Drier

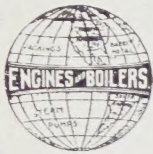
IS THE  
**Only  
Drier:**

1. In which the grain is all in sight and "get-at-able" while drying and cooling.
2. In which drying and cooling are simultaneous and continuous.
3. In which the grain may be mixed and stirred while drying without using power, by simply throwing a lever.
4. Which can be emptied and filled in 60 seconds by the watch and without stopping the blower.
5. In which the heat given off by the cooling grain is saved and utilized.
6. In which all parts are removable and interchangeable, a small wrench only being necessary.
7. Which has been officially approved by the Chicago Underwriters' Association.
8. Which is used by the largest grain interests in the world.

P. S. No wire netting nor perforated metal used in the Hess.

**Hess Warming and Ventilating Co.,** <sup>708</sup> Tacoma Bldg. **Chicago.**

## ELEVATOR SUPPLIES



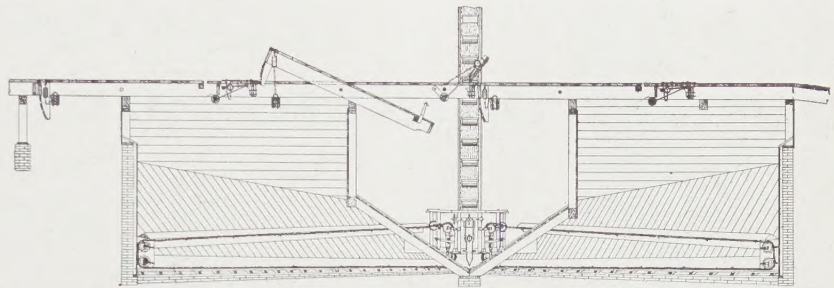
OF ALL KINDS.

ENGINES AND  
STEAM PUMPS  
REBUILT.

Boilers and General Repair Work.

**GLOBE MACHINERY &  
SUPPLY CO.**

414 to 418  
W. Court Ave.  
DES MOINES, IA.



A Constant Grain Feeder Conveying Grain from three Safety Wagon Dumps to one Stand of Elevators.

Made by **B. S. CONSTANT CO.,** Bloomington, Ill. Designers of  
GRAIN ELEVATORS and Manufacturers of GRAIN CLEANING and ELEVATOR MACHINERY.



## Open Blast Receiving and Elevator Separators

These Machines are the product of great practical knowledge, together with unlimited experiment and inventive genius, which when combined with **OUR GUARANTEE** makes the purchaser certain of a machine that will give perfect satisfaction. The workmanship and materials used in its construction are of the very best, thus eliminating any chance of repairs having to be made from time to time.

We make a specialty of building machines to order and fitting them to do any class of work. The capacity of our respective machines is very great while the compactness attained in grouping the different parts makes it possible to set the machine up in a very small space, which is so often of benefit to elevator men.

We Guarantee Our Machines to be exactly as represented and to give perfect satisfaction.

### SOME OF OUR SPECIALTIES:

Cleaning Wheat, Corn, Oats, Flax.

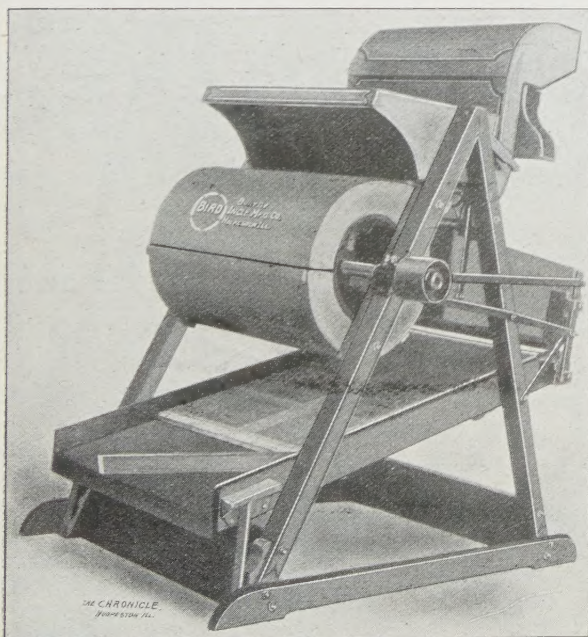
Separating Wheat and Oats, Corn and Oats, Wheat and Flax.

**OUR SUCCOTASH MILL  
IS UNEQUALED.**

Write for Circulars and Descriptions of our Different Machines.

## Ingle Manufacturing Co.

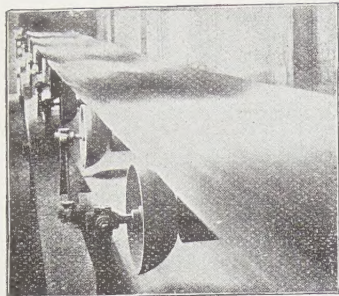
HOOPESTON, ILL.



Only 1-8 to 3 Horse Power Used. We build this machine in eight different sizes, capacities ranging from 50 to 2,500 bu. per hour.



# GRAIN ELEVATOR MACHINERY.



BELT CONVEYOR.

Grain Trippers, Car Pullers, Spouting,  
Belt Conveyors, Wagon Dumps, Shafting,  
Pulleys, Gearing, Friction Clutches,  
Rope Sheaves, Link Belting,  
Sprocket Wheels, etc.

Send for Catalogue No. 25.

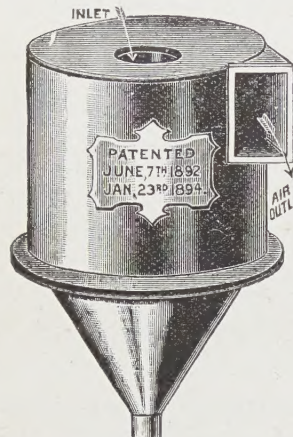
**LINK-BELT MACHINERY CO.,**  
Engineers, Founders, Machinists,  
CHICAGO, U. S. A.

## Grain Elevator Machinery

ENGINES  
BOILERS  
AND  
SUPPLIES

Write for Estimates.

**DES MOINES MFG. & SUPPLY CO.,** 101 E. Court Av.  
DES MOINES, IA.



**DAY'S**  
Dust Collectors and Dust Collecting Systems, with FURNACE FEEDERS for keeping Elevators clean and using refuse dust for fuel.

**H. L. DAY**  
Minneapolis, Minn.

## GRAIN ELEVATOR MACHINERY.

SEND FOR CATALOGUE NO. 40.

**GREAT WESTERN MFG. CO.**

GENERAL OFFICE AND FACTORY,  
LEAVENWORTH, KANS.

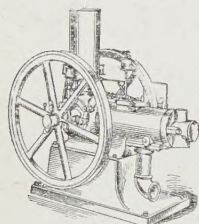
WAREHOUSE AND SALESROOM,  
KANSAS CITY, MO.

CLEANING MACHINERY,  
CORN SHELLERS AND CLEANERS,  
TRIPPERS, CAR PULLERS,  
BELT CONVEYORS,  
POWER GRAIN SHOVELS,

ELEVATOR SUPPLIES.

BELTING, BUCKETS,  
HEADS AND BOOTS,  
CONVEYOR, SCALES, Etc.

## THE MIETZ & WEISS



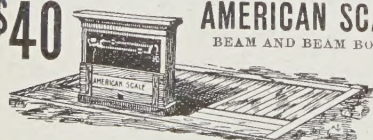
**GAS and KEROSENE ENGINES**

The Cheapest Power Known

One-half cent per horse power per hour. Automatic Ignition. Simple and Reliable. No Valves. Patented in U. S. and European Countries.

**AUG. MIETZ,**  
128-138 Mott Street, - - - New York.  
Catalogue free on application.

**\$40**



**AMERICAN SCALE**  
BEAM AND BEAM BOX.

5 TON

**B. B. Pumps, Windmills**  
And Water Supplies.  
BECKMAN BROS., DES MOINES, IOWA.

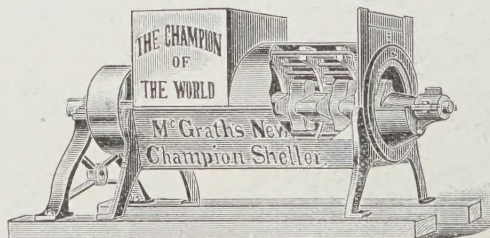
## Elevator Supplies

Always On Hand.

PRICES THE LOWEST. STOCK THE LARGEST.

**B. F. GUMP.** 53 S. CANAL STREET, CHICAGO, ILL.

## CHAMPION SHELLERS.....



Are the best adapted for elevator use. Very seldom get out of order. They can be quickly and inexpensively repaired by any blacksmith.

**R. H. McGRATH**

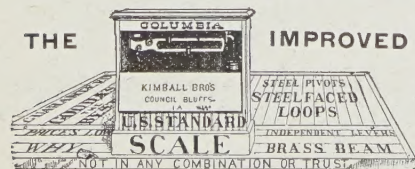
ESTABLISHED 1849,

**LA FAYETTE, IND.**

Manufacturer and Jobber of

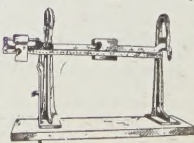
Engines, Boilers, Shafting, Pulleys and General Mill and Elevator Machinery and Supplies.  
WRITE FOR PRICES.

## THE IMPROVED



KIMBALL BROS., 1007 Ninth St., Council Bluffs, Ia.

## Track, Wagon, Hopper and Dump Scales



The only Dump Scale that will stand usage of a plain rail dump. Ask for prices.

**W. H. CALDWELL,**  
Room 703, Royal Ins. Bldg.,  
CHICAGO.



Any sized platform; single, double or combination beam. SPECIAL PRICES where we have no agent.

**OSGOOD SCALE CO.,**  
305 Central St. Binghamton, N. Y.



Write now.



## ELEVATOR BUILDERS.

**CENTRAL  
TECHNICAL BUREAU  
FOR  
Monier Constructions  
E. LEE HEIDENREICH,**

Sole Representative  
for the United States.

**CONTRACTING ENGINEER.**  
SPECIALTY:  
**GRAIN ELEVATORS,**  
Wood, Steel or Monier Construction.  
541 Rookery, CHICAGO.

**Western Engineering  
and Construction Co.**

Designers and Builders of

**Grain Elevators.**

Contracts taken for all kinds of Heavy Work.  
Estimates furnished if desired.

901-904 Unity Bldg. 79-81 Dearborn St.,

CHICAGO.

C. M. SECKNER, M. E.

**MACDONALD ENGINEERING CO.**

**Designers and Builders of  
Grain Elevators,**

Monadnock Building. CHICAGO, ILL.

**IF YOU INTEND TO BUILD  
A GRAIN ELEVATOR**

You will profit by examining my plans of conveniently arranged houses. I study to economize space, labor and power. Complete elevators of any capacity built under one contract.

**M. J. TRAVIS, Atchison, Kan.**

**W. W. SHOCKEY,  
MILLWRIGHT.**

Elevator Building a Specialty.

919 W. Wood St., DECATUR, ILL.

References: { Suffern, Hunt & Co.  
Shellabarger Mill & Elevator Co. } Decatur  
{ Decatur Milling Co. }

**ELEVATORS...**

WILL BURN.  
HAVE YOURS

**APPRAISED**

THEN YOU  
CAN REBUILD

Appraising and  
Designing  
Elevators

is our business.

**SEE**

**A. E. Baxter Engineering and  
Appraisal Co.**

BUFFALO, N. Y.

**MOULTON-STARRETT CO.**

Successors to J. T. MOULTON & SON,

**Architects and Builders of  
Grain Elevators,**

Fisher Building, CHICAGO, ILL.

**John S. Metcalf & Co.**

**ELEVATOR  
BUILDERS,**

1075 West 15th Street,  
Plans and Specifications a specialty. CHICAGO.

**THE BARNETT &  
RECORD CO.**

MINNEAPOLIS, MINN.

....Contractors and Builders of....

**Grain Elevators**

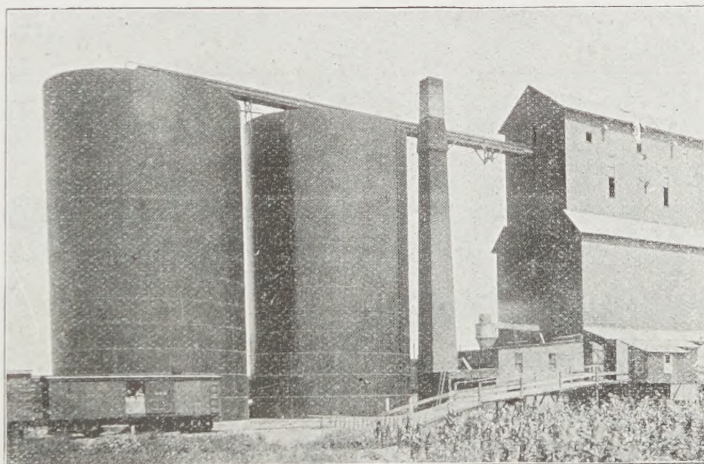
**Wm. Graver Tank Works**

MANUFACTURERS AND BUILDERS OF

**STEEL STORAGE TANKS**

...AND...

**→Steel Elevators←**



We  
Build

**Storage**

For  
Any  
Commodity  
Of  
Any  
Capacity



GENERAL OFFICES,

**303 Dearborn Street,**

**CHICAGO.**

THE CHASE METHOD  
**OF CLIPPING OATS**

Saves you HALF THE POWER  
and HALF THE SHRINKAGE.

Write for descriptive circular.

**CHASE ELEVATOR CO.,**  
Architects of Grain Elevators,  
10 Pacific Ave., CHICAGO, ILL.

**FRED GROTENRATH,**

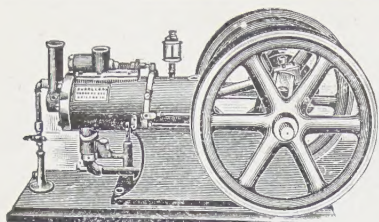
CONTRACTING MILLWRIGHT.

**GRAIN ELEVATORS a Specialty.**

Plans, Specifications and Estimates furnished on short notice for complete power plants of all descriptions. Correspondence solicited.

593 Island Avenue, MILWAUKEE, WIS.





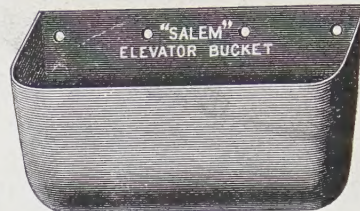
## We Believe the Grain Dealers Journal

IS A GOOD MEDIUM IN WHICH TO ADVERTISE OUR

Burrell Gasoline Engines, Salem Elevator Buckets, Steel Conveyors, Sprockets and Chains, Shafting, Pulleys, etc., S. & K. Rotary

Car Loaders, Rope Transmissions, Power Shovels, Friction Clutches, Belting, etc.

FULL EQUIPMENTS FOR ELEVATORS OF ALL SIZES.

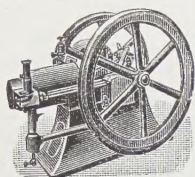


Write for our 1899 Catalog.

Send us your Specifications.

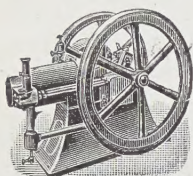
**SKILLIN & RICHARDS MFG. CO.**

241 and 243 So. Jefferson St., CHICAGO, ILL



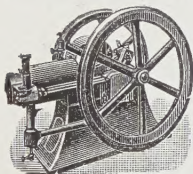
### A Broad and Liberal Guarantee

goes with every WEBER ENGINE that leaves our shop — a guarantee that covers every feature of construction and operation. That guarantee is given in full in our illustrated catalog of Gasoline and Oil Engines, free upon request.



### Every Weber Engine is Tested

in the most thorough manner before it leaves our shops, — is required to carry its full load for four days, and is rigidly tested for its consumption of fuel. No engine that fails to fully meet these tests ever goes out of our shops. We couldn't afford to let it. Send for catalog.

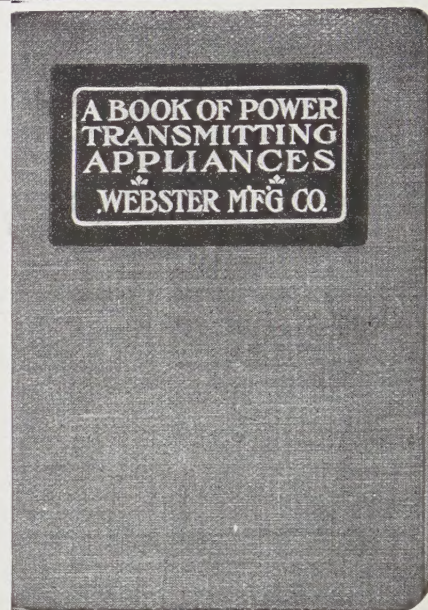


### Three Years' Use -- Repairs 25c.

A Kansas concern writing about a Weber Gasoline Engine, says: — "The repairs have been nothing but one valve stem spring. That is all the repairs for three years, and we are running the engine under full load." Write for illustrated catalog and other testimonials.

**WEBER GAS AND GASOLINE ENGINE CO.,**

406 S. W. Boulevard, - - - - Kansas City, Mo.



This book, our Catalog K, is the most complete publication on the subject of Manila Rope Transmission, Shafting, Pulleys, Hangers and Gearing, which has been compiled. Have you received it?

**WEBSTER MANUFACTURING CO.,**  
1075 West 15th Street, - - - CHICAGO, ILL.  
Eastern Branch, 38 Dey St., New York, N. Y.

We also manufacture  
All kinds of Elevating and Conveying Machinery.

**FAIRBANKS-MORSE**

## Gasoline Engines

...ARE LIKE...

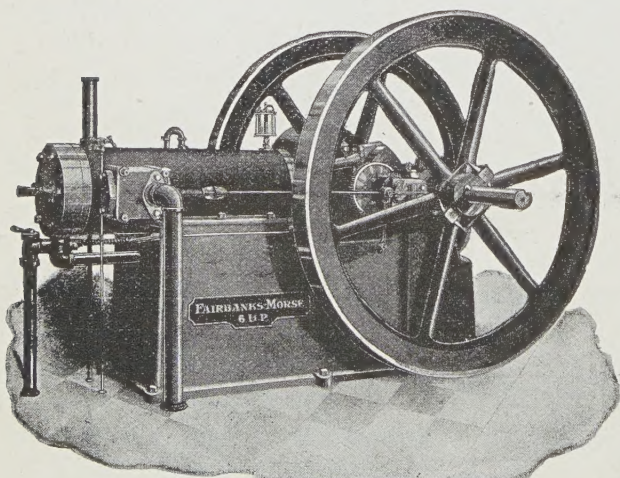
**FAIRBANKS SCALES,**

**Standard,**  
**Durable,**  
**Reliable.**

Thousands of the Scales and hundreds of the Engines are used by the GRAIN TRADE.

**FAIRBANKS, MORSE & CO.**

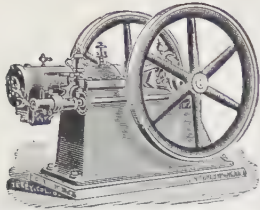
**CHICAGO.**



St. Louis. Minneapolis. Cincinnati. Cleveland. Kansas City. Indianapolis. Louisville. Omaha.  
Portland, Ore. St. Paul. Denver. San Francisco. Los Angeles.

Send for Special Catalogue "G" showing plans for placing Engines in Elevators, Flour and Feed Mills, etc.



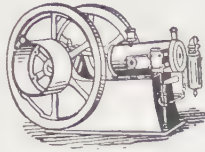


## GAS and GASOLINE ENGINES.

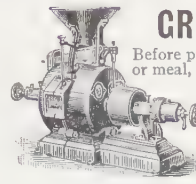
Simplest in the market.  
Send for Catalogue "I"

**COLUMBUS MACHINE CO.,**  
Columbus, Ohio.

## LEWIS GASOLINE ENGINE



Gold Medal  
World's Fair, 1893.  
Adapted for  
**GRAIN ELEVATORS  
FEED GRINDING  
ELECTRIC WORK**  
Send for "Catalog R."  
**J. Thompson & Sons**  
Mfg. Co., BELoit, WIS.



## GRINDING MILLS.

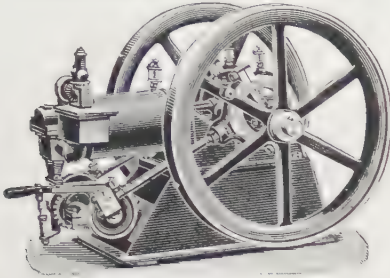
Before purchasing a mill for grinding feed or meal, or anything that can be ground on a mill, write us for catalogue and discounts. Guaranteed and shipped on trial.

Manufacturers of French Burr Mills, Corn Shellers, Crushers, and full line of Flour Mill Machinery.

**SPROUT, WALDRON & CO.,** Drawer H, MUNCY, PA.

## The Lamos Gas and Gasoline Engines

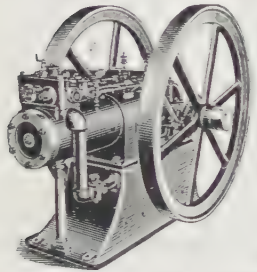
Furnish Reliable and Inexpensive Power.



Write and State Size.  
**KEYSTONE IRON WORKS,**

Des Moines Street, Ft. Madison Ia.

## THE DAYTON GAS AND GASOLINE ENGINE leads all others in



**SIMPLICITY,  
ECONOMY and  
DURABILITY.**

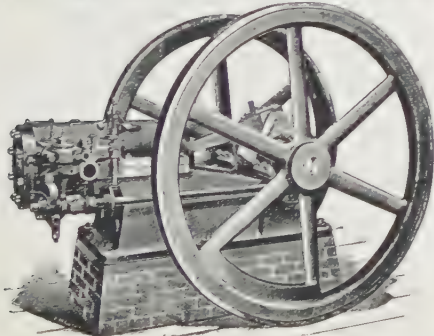
Admirably adapted  
for use in grain  
elevators and....  
mills. Sizes from  
1 to 50 H. P.

Write for descrip-  
tive circular.

**THE DAYTON  
GLOBE IRON  
WORKS CO.**

87 S. Ludlow St., DAYTON, OHIO.

## The "New Era" Gas and Gasoline Engines.



If interested write for particulars to  
**THE NEW ERA IRON WORKS CO.,**  
No. 86 Dale Ave. DAYTON, OHIO.

## THE AMERICAN WELL WORKS

### GASOLINE ENGINES

For GRAIN ELEVATORS,  
FEED GRINDING,  
and other Farm Duties.



Every  
Engine  
Fully  
Guaranteed

Write  
for  
Circular  
76 A.

**CHICAGO ILL. AURORA ILL.**  
**DALLAS TEX.**

## Feed Mills Roller and French Buhr.

For Durability, Simplicity, Large Capacity, Uniform Grinding and Light Running, our Mills are Unexcelled.

**WE  
MAKE**

THREE ROLL-TWO BREAK MILLS—2 sizes,  
THREE PAIR HIGH-6 ROLLER MILLS—4 sizes,  
TWO PAIR HIGH-4 ROLLER MILLS—5 sizes,  
And 85 Sizes and Styles of BUHR STONE MILLS.

Send for Catalog and Prices.

3 PAIR HIGH-6 ROLLER MILL

## NORDYKE & MARMON CO.,

FLOUR MILL BUILDERS.

ESTAB. 1851.

37 Day St., INDIANAPOLIS, IND.

## Northway's 4 and 6 Roll Corn and Feed Mill

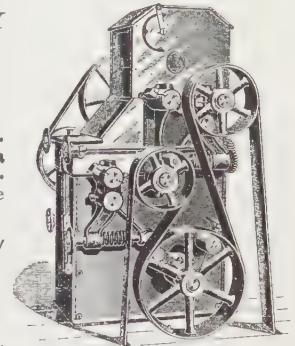
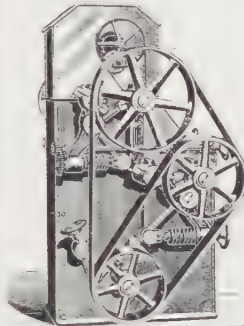
**GUARANTEED  
LARGEST CAPACITY  
FOR POWER  
CONSUMED....**

Wide Bearings.  
Splendid Belt Contact.  
Simple and Convenient Adjustments.  
Can be driven on either side from a  
shaft running in either direction.  
Sent on 30 days' trial to responsible  
parties.

**Strong & Northway  
Mfg. Company,**

129 Fifth Avenue, So.,  
MINNEAPOLIS, Minn.

PLEASE MENTION THIS PAPER.



## THE IDEAL Automatic Car Loader

**Will load your cars  
with any kind of grain.**

Without aid of hand labor.

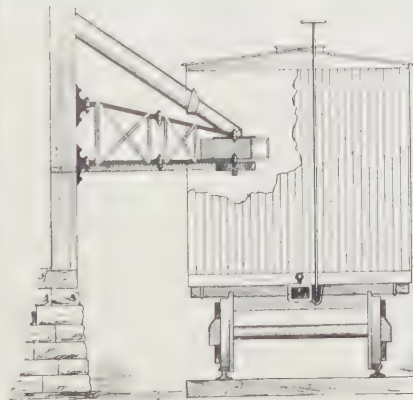
Saves its cost in thirty days.

Automatic in action, does not re-  
quire lifting in and out of cars.

Improves condition and appearance  
of grain.

Requires no attention after starting  
until car is loaded.

Easy to operate, durable in con-  
struction.



For full information, address....

**BEAN & COLE, SULLIVAN, ILL.**



# GRAIN DEALERS' EXCHANGE.

## ELEVATORS FOR SALE.

INDIANA elevator at a bargain. Address M. E. Harris, Cowan, Ind.

GOOD elevator on C., R. I. & P. Kent, care Grain Dealers Journal, Chicago.

OHIO elevator and mill for sale cheap. J. W. Yeazell, New Moorefield, O.

GRAIN, coal and stock business cheap. Address H. J. Lane, Blue Rapids, Kan.

ON account of poor health I offer my elevator at Polk, Ohio, for sale. J. L. Roberts, Ashland, Ohio.

ILLINOIS elevator at great sacrifice. Property of an estate. Must be sold. W. L. Cadle, 184 LaSalle St., Chicago.

ELEVATOR for sale in N. W. Ia., on Ill. Cent. R. R. Good location. K., Box 1, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

ELEVATOR for sale; on C. N. & Big 4 R. R., in good country; storage capacity 30,000 bu.; built 2 years, well equipped. Box 85, Savona, Ohio.

WISCONSIN elevator, with first-class equipment, for sale cheap; on N. W. R. R., 40 mi. from Milwaukee. Address Geo. H. Crowns, Port Washington, Wis.

SMALL elevator, coal business and dwelling in western Ia., all new. Good reason for selling. J. D., Box 9, care Grain Dealers Journal, Chicago, Ill.

ELEVATOR and grain business in best farming section in western Iowa, on C. & N.-W. line, for sale. For full particulars, address Box 14, Arion, Ia.

ELEVATOR and general store located in the best grain section of Illinois. Station will ship about 250 cars per year. One elevator. Address Otis McNeeley, Foosland, Ill.

GRAIN, coal and feed business for sale reasonably, having other interests. Elevator, 12,000-bu., 10-h.-p. steam engine, grinder and fan. Grain has not moved. M. D. Andrews, Havelock, Neb.

NEW elevator for sale in one of the best bean and grain sections of western New York, on the D., L. & W. R. R. The only elevator. Best of reasons for selling. Curtiss, Carpenter & Co., Geneseo, N. Y.

ONE-HALF or whole interest in a grain, lumber, coal and hardware business, in a rich farming community. Good reasons for selling; about \$3,000 buys ½ interest; a bargain. Address Stapleton & Mitchell, Lake City, Ill.

GRAIN and coal business for sale. Elevator, 24,000 bu. capacity, junction of A., T. S. F. & S. L. S. F., in Arkansas River bottom; big corn crop; only elevator here. For particulars call or address Saml. Garver, Valley Center, Kan.

OUR elevator, coal bins, lime house and good will for sale. Price \$3,500; Terms, \$1,500 cash, balance in payments to suit. Other business takes our time. Don't write unless you mean business. Address Box E, Minburn, Dallas Co., Ia.

## ELEVATORS FOR SALE.

ELEVATOR and coal business for sale; storage capacity, 140,000 bu.; 250,000 wheat and 700,000 bu. corn comes to this town good years. Ship on Wabash R. R. or Illinois River or transfer from to other. Price, \$9,500. Box 25, Meredosia, Morgan Co., Ill.

HALF interest in elevator for sale at Wamego, Kan., \$1,000; party who owns other half furnishes all capital to run the business. Terms, \$300 cash; balance to suit. The only corn dump and sheller in the town; good wheat and corn point. Also a grinder for corn-meal and chop. Correspond with owner, Jas. Sheeran, Chapman, Kan.

## ELEVATORS WANTED.

INTEREST in elevator wanted. J. Evans, Barneveld, Wis.

ELEVATOR wanted in Illinois. Address Box 132, Tolono, Ill.

WANTED to rent with privilege of buying, elevator 10 to 15,000 bu. cap. in Ia. or Minn. Box 225 Washta, Ia.

ELEVATOR wanted, Ind. or Ill. A plant that controls 250 to 350 cars annually. E. F. Younce, Willshire, Ohio.

WANTED—An elevator in the corn belt of Illinois or southern Iowa. Address John W. Moberley, Windsor, Ill.

ELEVATORS wanted in N.-W. Iowa or S.-E. Dakota. Address Line, care Grain Dealers Journal, 10 Pacific Av., Chicago.

ELEVATORS wanted everywhere by readers of the Grain Dealers Journal. Now is the time to advertise and get a good price for yours.

WILL TRADE an 80-acre, well improved farm in Howell Co., Missouri, for a grain elevator in Iowa. Address C. T. Sidwell, Florence, Ia.

WANTED to lease, elevator or line of elevators in some good grain country. Option to buy. Address H, P. O. Box 604, Marysville, Kansas.

GOOD modern elevator wanted; 12,000 to 20,000 bu. capacity; gasoline power preferred; good location; will pay cash. Thomas Ogden, Rantoul, Ill.

ELEVATOR wanted, in exchange for house and lot, Springfield, Ill. Lot 95 feet front; house containing 13 rooms; now rents for \$22.50 per month. Want to trade for an elevator in central Illinois in desirable location. E. R. Ulrich & Sons, Springfield, Ill.

FOR EXCHANGE—A customer of ours has a piece of property located in one of the best residence districts in Indianapolis, suitable either for residence or rental property, for exchange for a good country elevator at a good point. One located on the Big Four railroad preferred. The property is worth \$4,500; has bath, barn, large lot, cement walks and is well improved. It has natural gas for heating and artificial gas for illuminating. Address The Bassett Grain Co., Indianapolis, Ind.

## ENGINES FOR SALE.

THREE h. p. and 35-h. p. steam plants for sale. Fred S. Parker, Brainerd, Minn.

ATLAS 40-h.-p. steam engine for sale cheap. Hutchinson Grain & Feed Co., Hutchinson, Kan.

GASOLINE engine for sale; 15-h. p.; good as new, used only short time. Bargain. The Shunk Plow Co., Bucyrus, O.

ONE secondhand 25-h.-p. Dayton gas or gasoline engine, in first-class condition, for sale. Inquire Seely Mfg. Co., E. E., Pittsburg, Pa.

GASOLINE engines for sale. Two 40-h.-p. each; Fairbanks make. Both engines in perfect running order. For price and terms write M. B. Helmer, Fond du Lac, Wis.

GASOLINE engines for sale; fully guaranteed; will use 25 per cent less fuel than other makes. Old engines exchanged and repaired. E. L. Gates Mfg. Co., 69-70 S. Canal st., Chicago.

COMPLETE steam outfit for sale; good as new; price, \$350 cash; 20-h. p. engine and boiler, including firebrick and common brick furnace, in use only 4 months; engine and boiler guaranteed to be in good order. James Sheeran, Chapman, Kan.

THE SIMPLEST, most economical gas engine ever devised will soon be placed on the market. Works on a principle different from any other engine. Absolutely perfect combustion. Has but one valve; cylinder lubricated from crank shaft, which is housed and runs in oil. Its simplicity wins all who see it. Absolutely fool-proof. Factory starts Jan. 15. Write us before buying. The Omaha Gas Engine & Motor Co., Omaha, Neb.

## MACHINES FOR SALE.

IF YOU do not find what you want advertise for it here.

No. 1 Barnard corn cleaner; good as new; price \$35. C. L. Kinney, Hubbard, Ia.

SECONDHAND No. 2 Miami Valley portable corn sheller for sale. Write Rhinehart Smith, Sidney, O.

FOR SALE CHEAP; 3 B12 Mitchell dust collectors in first-class order. Northern Milling Co., Chicago, Ill.

SEPARATOR, capacity 100 bu. an hour. Used one month. Address W. H. C., 703 Royal Ins., Bldg., Chicago.

GRAIN TESTERS for sale; 4-quart Fairbanks with flax percentage on beam. Price, \$10. Also one-quart Victor, price \$5. Both are in good condition. A. R. Mead, Linden, Ia.

ONE Howard No. 5 oat clipper, and one Howafd dustless separator for sale. Capacity each 500 bu. per hour. Address Z, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

FEED ROLLS, SCALES.—3 three-high feed rolls; 3 600-bu. and 3 60-bu. Fairbanks hopper scales at a bargain; receiving and milling separator at your own price. S. G. Neidhart, 110 Fifth Av. S., Minneapolis, Minn.



**WANTED.**

POSITION wanted as buyer in country elevator; seven years' experience. Grain Buyer, Box 12, care Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

SITUATION WANTED by young man, 15 years' experience in grain business; best of references. Address "Quick," Grain Dealers Journal, 10 Pacific Av., Chicago, Ill.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

PARTNER wanted. Practical grain man with some means, wanted to join silent partner in purchase of elevator at one of Indiana's best stations. Address Snap, Grain Dealers Journal, Chicago, Ill.

**WANTED.**

MACHINES not in use can be sold by advertising. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

ELEVATORS WANTED. We have frequent inquiries from grain dealers who desire to buy and rent elevators. If you wish to sell or lease your elevator list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Grain Dealers' Exchange, 94 Traders' Bldg., Chicago.

**ENGINES WANTED.**

GAS engine wanted, 6-h.-p., cheap for cash, and in good condition. Frank F. Porter, 317 W. 63d St., Chicago.

GASOLINE ENGINES wanted, or will exchange. All makes and sizes. McDonald, 60 S. Canal street, Chicago.

**GRAIN FOR SALE AND WANTED.**

BUCKWHEAT GRAIN WANTED. Address H. H. Emming, Golden, Ill.

CHOICE lots of seed or grain can be sold at premium by advertising here. Try it.

SEEDS OR GRAIN of special grade or variety can be obtained by advertising your want here.

NEW, home grown timothy, clover and millet seed for sale. J. R. Smith & Son, Lamoni, Iowa.

EARLY Champion seed oats, recommended by Iowa Agricultural College and practical farmers who have tried them. Mature two weeks earlier than others; yield larger. Inquire B. A. Lockwood Grain Co., Des Moines, Ia.

**FINE LOCATIONS**  
FOR ELEVATORS, FACTORIES AND OTHER INDUSTRIES  
BEST SWITCHING FACILITIES. COMPETITIVE RATES. AMPLE CAR SUPPLY.  
Write for further information to **B. THOMAS**,  
Pres. Belt Ry. of Chicago, Dearborn Station, CHICAGO.

**OATS** CLIPPED, CLEANED AND MIXED AT THE

Nickel Plate Elevator,

Operated by HARRY G. CHASE, 10 Pacific Ave.  
...CHICAGO...



SENT ON APPROVAL.  
IF NOT SATISFACTORY, NO SALE.

Every Railroad and Side Track should have them.

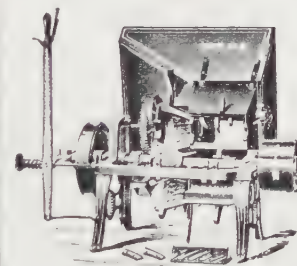


The Shoe is made of Crucible Steel. Will not break nor slip on rail, but the harder you press, the tighter it grips.

**There is no Knife to get dull.**  
It is very simple and nothing to get out of order. To operate, raise lever till front end touches rail, then move forward.  
In ordering, give the size of rail.

Correspond with **F.B. Sims**,  
LAKE ODESSA, MICH.

**BOWSHER FEED MILLS.**



Have you any off grain to grind?

It's a good way to get the money out of it.

Do your customers want Corn Ground, Cob and all?

Curious if they don't.

The Bowsher Mill is the best all around feed grinder in the market. It is the **lightest running**. Sold with or without sacking attachment. **Seven sizes**, ranging from 2 to 25 h. p. We are only waiting to be asked to mail you our handsome new circular.

**THE N. P. BOWSHER CO.**  
SOUTH BEND, IND.

**MERCHANTS & MANUFACTURERS  
WAREHOUSING COMPANY.....**

Successor to GUARANTY STORAGE WARRANT CO.



STORAGE WARRANTS issued on Grain, Flour and Mill Products in Elevator of Owner.

THESE Storage Warrants (sometimes called "Warehouse Receipts") are used to secure loans at banks and with grain receivers who advance money, and as they represent the property are acceptable at money centers at lowest rates of interest. They are also used to facilitate the sale and delivery of the property, and are especially adapted to the grain trade where grain is carried at local railway stations and mill elevators. Pamphlet on application.

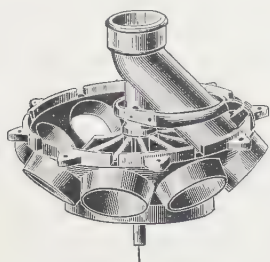
Telephone Harrison 362.

The Warrants issued by this Company are entitled to be regarded as the safest collateral of this class offered either to the buyer and seller of grain, or to bankers and trust companies (wherever located), who accept and hold them as security. All obligations entered into by the Merchants & Manufacturers Warehousing Company are fully guaranteed by the National Surety Company (of New York.) The superior value of these Warrants will be appreciated when it is known that no other Warehousing Company furnishes any guarantee of the integrity of its receipts beyond its own limited responsibility.

Western Offices 558 "The Rookery," 217 La Salle Street, Chicago.



## HALL GRAIN DISTRIBUTOR and.... Overflow Indicator



**Absolutely Prevents**

Mixing grain during process of distribution between turn spout and bins.

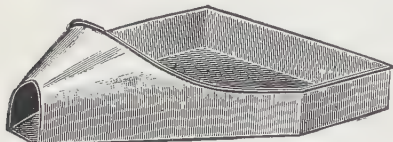
**Automatically Notifies Operator when Bin is full.**

Send for booklet to

**Hall Distributor Co.,**  
2215 Sherman Ave. OMAHA, Neb.

## GRAIN SAMPLE PAN

For Examining Samples of Grain and Seeds.



**Made of Aluminum.** The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

Grain Size,  $2\frac{1}{4} \times 12 \times 16\frac{1}{2}$  ins. .... \$1.25

Seed Size,  $1\frac{1}{8} \times 9 \times 11$  ins. .... 1.00

Grain Size, in Russia Iron. .... .50

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.



BACK VIEW



FRONT VIEW

## Metal Clasp Sample Envelopes....

Only Perfect Device for Mailing  
Flour and Grains with safety

AT REDUCED RATES OF POSTAGE.

SEND FOR SAMPLES AND PRICES.

## BAKER-VAWTER COMPANY,

Originators of the Perpetual Ledger and other  
Special Systems for Grain Dealers,  
Flour Merchants and Brokers,

1123 Chamber of Commerce. ...CHICAGO.

## Milwaukee-Rice Machinery Company,

165-167 W. Water St.,

MILWAUKEE, WISCONSIN.

Grain Handling Machinery of all descriptions.

Shafting, Hangers, Pulleys,

Belting, Buckets, Bolts, Etc.

Contractors for Complete Equipments.

When Writing Advertisers

Kindly Mention the

Grain Dealers Journal.

## GRAIN INSURANCE.

Special attention to **Open Floater Policies**  
in the best Stock Companies.

Insurance follows grain up and down as the quantity  
stored in each house changes. Will **always** have insur-  
ance where you have grain.

**Simple, Sure, Economical.** Investigate and you  
will find it absolute protection and cheap.

Business handled anywhere. Write us.

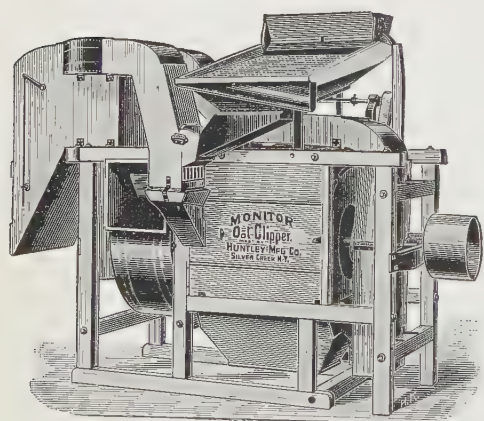
**H. H. LANTZ & CO., - - DES MOINES, Iowa.**  
25 years' experience. Best of references.

## LOADING SPOUT HOLDER.

Adjustable. Labor Saving. Small, Easily Handled.

It enables the operator to divert grain to any  
part of car, or to throw it at any angle with ease.  
Does away with shoveling. Practicability proven  
by four years' use. Labor saved each month by its  
use more than pays for it. Write for particulars to

**LOCKWOOD BROS., DES MOINES, IOWA.**  
YOUNGERMAN BLOCK.



## HUNTLEY MFG. CO.

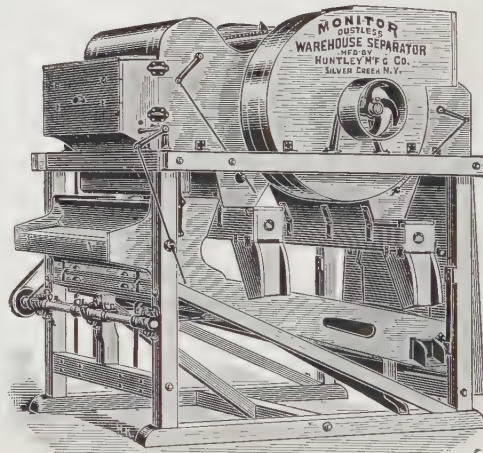
SILVER CREEK, N. Y.,

SOLE MANUFACTURERS.

**B. F. RYER,**

Gen'l Western Agent,

32 Traders Bldg., CHICAGO, ILL.



**MONITOR MACHINES** STANDARD  
THE WORLD OVER.

Barley, Corn, Flax  
Cleaners.

**OAT CLIPPERS,  
GRAIN CLEANERS.**

**High Grade ————— Superior Construction**

Write for Full Information, Circulars, Etc.



# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month  
BY THE

**GRAIN DEALERS COMPANY.**

10 PACIFIC AVE., CHICAGO, ILL.

CHARLES S. CLARK, . . . . . Editor.  
J. CARVER STRONG, Advertising Representative.  
NORMAN H. CAMP, . . . . . Attorney for the Company.

Price, Five Cents a Copy: One Dollar Per Year.  
Foreign Subscriptions, \$1.50 per year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JANUARY 10, 1900.

Politics continues to breed trouble for the Minnesota grain inspection department.

Exposed flames in a dusty elevator increase the number of destructive dust explosions.

Cheap insurance doesn't cost much to get, but in case of a fire it is often distressingly expensive.

It is better to be overinsured than not be insured at all, but it seems like a ruthless waste of money.

Up-to-date facilities for handling the farmers' grain attract business, as well as reduce the work and cost of handling.

There are about 25,000 dealers in the United States who would like very much to know what is the matter with the market.

It is not necessary to place a revenue stamp on your grain tickets. It is just like throwing away two cents every time you do it.

Gasoline engines which are housed in substantial brick structures twenty feet from elevator are seldom damaged when the elevator is burned.

The dealer who is willing to let his competitor do part of the business at a fair price is taking the right course to insure his getting a profit out of the business.

The track buyer who makes a specialty of bidding shippers who consign one-half or a cent over the market while they are consigning and their bids that much under the market after he thinks he has a shipper converted to track selling, seldom gains a permanent patron.

Many grain buyers are still placing a 2-cent revenue stamp on their grain tickets, simply because they do not read the Grain Dealers Journal and take advantage of the information it contains.

Read the Journal regularly; it will bring information every number worth many times its cost.

Begin the new year right. Subscribe for, read and write to the Grain Dealers Journal. Make it the medium for giving publicity to your ideas on grain trade matters.

The grain buyer who does not discriminate sharply against the inferior corn of the last crop is sure to find a bottomless pit, where a pile of profits ought to be.

The elevator man who is guided by price alone when buying a gasoline engine generally goes back to steam. A cheap machine of any kind is seldom satisfactory.

Don't sell No. 2 when you are in doubt about the grain grading. The inspector may make a mistake, but it is far more likely that it will miss grade and you will come to grief.

The bucket-shop operators are fined by Chicago judges and then permitted to go out and dupe their "customers" out of the funds necessary to pay the fines. Justice, how very blind thou art.

Iowa dealers should make it a point to use their influence with their representatives in the state legislature to bring about the amendment of the landlord lien law as recommended by the Grain Dealers' Union.

The Cincinnati Price Current has started a new volume and adopted a new form. The volume is the fifty-seventh; the form is the best attainable—if the convenience of the reader is considered—9x13 inches, sixteen pages.

A grain buyer who sells coal on the side advertises in his local paper, "Coal delivered when promised." How much happier the track buyers and dealers at central markets would be if all grain shippers would deliver grain when they promise.

Cars are not quite so scarce, but "Scat, my," look at the high rates, the new classification and the change in regulations regarding the loading of cars. No dealer who has not a lot of thorough billing left over from last summer can afford to do business.

A few farmers may be willing to sell their corn to unprogressive dealers and shovel it into cribs or cars for 15 cents a load, but the enterprising dealer who puts in ear corn dumps will get the bulk of the grain and soon pay for his dumps with his 15-cent savings.

The Grain Dealers' Union will make an effort to improve the quality of wheat grown in Southern Iowa by the introduction of fresh seed. A commendable work which could be extended to

oats and corn, especially oats, with profit to the growers and dealers.

The annual distribution of worthless seeds by the Department of Agriculture has been commenced. It would be much better if congressmen were given \$150,000 in cash for distribution among their constituents, as that would not interfere with the seed trade of the country.

The country elevator man has the extra reward of avoiding the payment of freight on dirt by cleaning grain before shipment. If cleaning houses at many points make such remarkable dividends it stands to reason that shippers could reap a profit by giving more study to the cleaning, clipping and mixing of grain.

The grain dealers' association which labors under the idea that the railroads are the common enemies of the grain shippers makes a mistake. It should strive to win the good will rather than the fear or opposition of the roads. Much more will be granted as a favor than could be expected as a duty or a legal requirement.

Naturally the proposition to close the Check Weight Bureau of the Grain Dealers' Association of Kansas met with strong opposition, and fortunately for the trade it will be continued, although the employes of the department will be only partially paid until the work of the department is sufficient to bring in revenue enough to pay all expenses.

An Iowa elevator man advertises in his local newspaper: "Our model dump is a great help in unloading ear corn." He does this despite the fact he has no regular competition at his station. It places a handicap upon scoop men and attracts business from nearby stations where the dealers have no improved facilities for receiving the farmers' grain.

A gas light company of Iowa's capital city is seeking to increase the consumption of its product by advertising gas engines in the local papers. Like the gas companies of other cities it has a surplus since the electric lights have come into general use. It argues that "Money can be saved by replacing your steam plant or electric motor with a gas engine." With such an assistant the gas engine ought to become popular in all towns having gas works.

Dealers who have made an effort to maintain friendly relations with feeders get more profit out of the grain they do handle than they ever could expect to do if they ran the price up on them, and what is more essential they often sell large quantities to the feeders at a fair advance over the market. The feeders are not anxious to pay 3 to 7 cents over the market for corn, as they have been



doing in some districts; they would prefer to buy of the regular dealer at an advance of a cent or even a cent and a half.

Some of the railroad officials are asking, Why doesn't grain move? Some of these very officials granted a low rate to feeders who desired to ship in steers. It would have been much better for the railroads and the regular grain dealers if the carriers had doubled instead of lowered the freight on live stock. Then would grain dealers have bought corn and sold it at a profit for shipment over the same lines to the hungry live stock.

An able reviewer of the Board of Trade's business for 1899 says: "Commission business during the year was unsatisfactory, brokers being favored with fewer orders than in 1898. Competition was such that commissions were badly cut, and the business was generally unprofitable." The bucket-shops were permitted to increase rapidly and the members of the trade fought one another instead of the common enemy.

The Advocate, of Wilton, Ia., in a recent number says: "R. B. Baird, adjutant of weights and measures, was in town last Saturday. He did not find any defects worthy of mention in either line, but did find one man who was paying too much for produce received over his scales." Do your scales weigh against you? Have you had them tested lately? The investment of a few dollars for inspection and test might save you hundreds.

During the last six months there has been collected through the different receivers in Kansas City, and paid direct to the western shippers, \$5,700 on proof furnished through the Check Weight Bureau of the Kansas Grain Dealers' Association, and yet there are some dealers who neglect to patronize it. The few who are so short-sighted as to refuse to employ the Bureau might have had \$7,500 returned to them. Similar bureaus would have been established in other central markets long since if the dealers had been freer with their offers of assistance.

Additional evidence of the necessity of organizing and maintaining local organizations is found in a circular issued by the secretary of the Kansas association at the close of the last year. He writes: "In point of work accomplished the past year has been the most successful year of the three. We attribute this to the local organizations throughout the state, of which we now have fourteen." The thorough organization of a small territory is found to be necessary to the maintenance of harmony and fair prices. In no district has the local association proved a failure. The deal-

ers take an interest in the meetings, attend, get their neighbors to attend, and soon establish such friendly relations with their competitors that all local troubles are at an end.

Bleaching grain is no longer considered a misdemeanor by the trade. The actual improvement in oats is recognized and eastern buyers readily accept them at a premium. For a time some would not have them at any price. The trouble was they placed them in the same category with the widows with bleached hair. Then they had had experience only with the bleached widows and naturally were prejudiced against the oats. But the bleached oats have finally won a place for themselves and are now accepted on their own merits.

Money deposited with a merchant or banker for the specific purpose of paying grain tickets should be sufficient to relieve the tickets of stamp tax. It is boyish quibbling to require the payors to keep the money separate from other funds. Petition your congressman to induce the Internal Revenue Commissioner to waive this non-essential requirement which is now the only bar to the extension of the use of unstamped grain tickets by the entire trade. This requirement makes no trouble for dealers who have deposits with bankers or merchants who are willing to accommodate them to the extent of keeping funds deposited for this purpose separate from other funds.

A corn cellulose factory is being erected in Linden, Ind. Farmers are receiving \$4 per ton for corn stalks.

The rice crop in Bengal has been damaged by excessive rains and insects, reports the Louisiana Planter. It is estimated the crop will be 95 per cent of an average.

Ice is forming in the River Scheldt, on which the city of Antwerp is built, and it is feared that navigation will be obstructed, preventing exports to this important grain market of continental Europe.

Rice imports during the ten months ending with October were 168,989,000 pounds; against 166,481,000 pounds, during the corresponding months of 1898, as reported by O. P. Austin, chief of the Bureau of Statistics.

A novel method of hauling grain to market was adopted by a farmer near Sioux Falls, S. D., recently. He loaded 490 bushels of wheat in five wagons, coupled them in a string and hitched to the threshing engine. The trip of 15 miles to Faulkton was successfully made in six hours.

A gasoline famine was experienced in November by the gasoline engine users of Honolulu. During the enforced wait for receipts from California the price rose to 75 cents per gallon. Independent refiners would no doubt have had a good supply on hand had it not been for the methods of the Standard Oil trust, which monopolizes the raw material. What a great benefactor is Rockefeller.

## LETTERS FROM THE TRADE

[Regular grain dealers are invited to contribute letters on grain trade subjects, for publication in this department.]

### GRAIN DEALERS VS. FLOUR MILLERS.

Grain Dealers Journal: Congress is about to consider a new law to give the Interstate Commerce Commission power to dictate freight rates. The proposed law appears to be a good one; but is it? No. Not for the grain dealers. It has been specially gotten up to benefit the flour millers; and the Flour Millers' National Association is fighting tooth and nail to get this bill through. Their idea is to raise the freight rates on grain and cut down the rates on flour.

This beautiful scheme will work out so that the small country miller will pay several cents more per bushel than the grain dealer can afford. The millers will consume the wheat at the country station, just as the stock feeders are consuming the corn. Iowa dealers know how impossible it is to compete with feeders, and many have been driven out of the business by them. Just so will the grain dealers in the wheat country be driven out by the flour millers.

This is rank class legislation, as it favors one set of business men at the expense of another. The flour millers themselves have given no good reason why flour should be favored. In all other industries the raw material is carried at a cost very much lower than the finished manufactured product.

I suggest that all grain dealers use their influence with their representatives in Congress to kill any bill that makes it possible for the Interstate Commerce Commission to discriminate in favor of the flour millers and against the grain dealers and farmers.—W. J. Dixon.

### NEVER ESTIMATES BUSHELS BY CONDITIONS.

Grain Dealers Journal: Perhaps because the system of crop reporting by the Agricultural Department is not well understood and something of an effort was necessary to explain it, and hesitating to make that effort, we have occasionally said in writing of monthly conditions of growing crops that the government estimate was so many bushels. For instance, a few days after the September report was issued by the department, a local statistician published a table showing the yield of wheat in each state, the total for all being about 497 million bushels, and this estimate has been generally credited to the Agricultural Department, when in fact it had nothing to do with it. The department never estimates bushels by crop conditions. All that work is done by private statisticians, and such estimates may be grossly erroneous. After enough of a crop has been gathered to form a reliable estimate of the average yield per acre in each state, the department makes its report in bushels, as it has recently done for the first time of the 1899 crop of wheat. The monthly condition of a crop through its period of growth is to some extent an indication of what the harvest will be, providing the normal yield per acre in each state is known. But as it is a quantity somewhere between an average and a full







lighting, street railway or power circuit. Two motors, each of 6-h. p., will move the loaded car up-grade 1,000 feet in 12 minutes. On account of curves, friction of gearing or roughness of track, more power may be required. Mechanical.

#### A PROBLEM FOR GRAIN BUYERS.

Grain Dealers Journal: I have heard it said that some grain buyers can figure out what a farmer's load of grain will come to in their head on sight and without weighing. I would appreciate it if they would help me to find the \$1 lost in the following computation:

A farmer gave to each of his two sons 30 bushels of oats to sell. John took his 30 bushels to the grain buyer at Airhill and, having sold his oats at two bushels for \$1, returned home with \$15.

George disposed of his thirty bushels to the buyer at Moscow at the rate of three bushels for \$1, returning home with \$10. Their combined returns from sales of 60 bushels amounted to \$25.

On the following day the farmer, being dissatisfied with the returns from the sales his sons had made, took 60 bushels to the grain buyer at Tipton and sold it at the rate of 5 bushels for \$2, receiving \$24 for the 60 bushels of oats, or \$1 less than his sons received for 60 bushels. Where did the \$1 go? Did the grain buyer get it, as the farmer claims? Any regular dealer finding the dollar may keep it. H. R. Phillips, Chicago.

#### NEW OFFICERS OF CHICAGO BOARD OF TRADE.

As a result of the reform movement which has agitated the Board of Trade for two months, the annual election has been awaited with more than ordinary interest. In opposition to the regular nominees a reform ticket was put up, with William S. Warren at the head, and warmly supported by the reform element. Mr. Warren received 829 votes, against 476 for the regular candidate.

William S. Warren has been a member of the board since 1871, having come to Chicago two years earlier from his native state, Michigan. His first employment was with the grain commission firm of Spruance, Preston & Co. In 1893 he joined the firm of Hulburd, Warren & Co., grain receivers, a firm which enjoys the confidence of the trade, and of which Mr. Warren is president.

Mr. Warren declares that he goes into office without any pledge or promise to anyone, and with free hands to enforce the rules of the board without fear or favor.

James Nicol was elected first vice president, and William N. Eckhardt second vice president. The directors are: John A. Bunnell, Frank Harlow, Joseph G. Snyder, Frank E. Winans, Thomas M. Hunter, E. A. Beauvais, William L. Gregson, Charles W. Buckley, Thomas M. Baxter, Fred W. Smith, H. M. S. Montgomery, William Nash, Israel P. Rumsey, Charles H. Requa and Robert Bines. Committee of Arbitration: W. L. Cobb, Frank Marshall, Fred D. Austin, C. J. Northup, F. A. Crittenden, David H. Harris, J. T. Geltmacher, Robert McDougal, Samuel B. Cadow, John Wade. Committee of Appeals: John L. Fyffe, A. L. Somers, J. J. Lindman, James B. Dutch, C. L. Dougherty, Richard S. Lyon, Alex. Rodgers, W. H. Chadwick, John E. Earle and Robert Thin.

#### A REMARKABLE GROWTH.

Two years ago, the first of the present month, the firm of Ware & Leland commenced business in two small offices in the Gaff building. The remarkable growth of their business shows that they possess an unusual amount of Chicago push and enterprise.

At present the firm occupies the entire northwest corner of the second floor of the Rialto Building, a suite of ten offices all connected, and has a force of eighty employees. In less than six months after the firm was organized, it opened, in addition to its regular business, a Receiving Department, a Foreign Department, and also branched out into the private wire business. Its present system of wires is probably larger than that operated by any other firm in this country. It has its own representatives in all the leading exchanges throughout the country. On the floor of the Chicago Board of Trade it has constantly fifteen representatives.

The firm is composed of J. H. Ware and E. F. Leland, both of whom have been actively engaged in business on the Chicago Board of Trade for twenty years.

The receiving department is in charge of Mr. Edward G. Heeman, who has been connected with the cash grain business continuously since 1881. His first experience in the business was in Cincinnati, Ohio, where he spent his first five years in the trade, starting from the ground up. In 1886 he came to Chicago, and has been engaged in the grain trade here ever since. During eight years of this period he traveled in Illinois, Iowa, Nebraska, and Kansas, and made many acquaintances and friends among the country shippers, and traders, most of whom have favored the firm with business since his connection with it.

The Foreign Department is in charge of Mr. Henry Barbe, whose acquaintance abroad is large. The business of this department is very large and rapidly growing.

The firm's daily market letter, which is read with interest throughout the country, is written by Mr. C. K. Sacket, who aims to give a clear review of all the reliable news and information obtained each day which is likely to influence values. The success of the firm's business, as shown by its remarkable growth, and the many friends it has made in the trade, speaks for its methods. It is doubtful if any other firm is now as well known, although there are many who have been in business ten times as long.

Ward & Watson, of Minneapolis, Minn., a discretionary pool which promised big dividends from "arbitrage" operations in the wheat market, has failed. It is believed they carried away with them \$40,000 secured from confiding investors. The sucker crop never fails. It is always large—in fact, it always exceeds estimates.

Geo. D. L. Kelley, the St. Louis crop statistician, predicted some time ago that the wheat crop for 1899 would be 547,500,000 bushels, which is only 200,000 bushels more than the final estimate by the Department of Agriculture. This prediction of Mr. Kelley, so far in advance, was not a lucky hit, but is the result of the close study he has given to the grain situation.

## SEEDS.

New York exports of cloverseed for the week ending Jan. 6 were 4,515 bags.

Baltimore exports of cloverseed for the week ending Jan. 6 were 1,300 bags.

Seed exports from San Francisco during December amounted to 6,520 pounds, against 69,285 pounds during December, 1898.

Cloverseed exports during the eleven months of 1899 ending with November were 24,121,368 pounds, against 22,911,035 pounds and 15,367,141 pounds in the corresponding periods of 1898 and 1897.

Timothy seed exports from the United States for the eleven months ending with November, as reported by O. P. Austin, chief of the Bureau of Statistics, were 13,606,746 pounds in 1899, 11,536,552 pounds in 1898, and 11,700,417 pounds in 1897.

Zahn's circular gives the movement of cloverseed at Toledo up to Jan. 6 as follows: Receipts for the week, 1,862 bags; a year ago, 2,450; for the season, 103,686; last season, 55,441. Shipments for the week, 5,815 bags; a year ago, 1,657; for the season, 78,144; last season, 21,217.

A French writer states that the introduction of a small amount of chloroform into air-tight receptacles for seeds is a very simple and effective method of destroying any insects which may attack them. Seeds left in contact with the vapors of chloroform and ether for nearly a month suffered no injury to their germinating powers.

November seed exports from the United States, as reported by O. P. Austin, chief of the Bureau of Statistics, were 5,476,482 pounds of cloverseed, 1,460,545 pounds of timothy seed, 7,849,435 pounds of cottonseed, and 902,443 bushels of flaxseed, against 1,974,054 pounds of cloverseed, 1,863,961 pounds of timothy seed, 4,176,775 pounds of cottonseed, and 859,788 bushels of flaxseed, in November, 1898.

#### COMMISSION MERCHANTS NOT LIABLE TO SPECIAL TAX.

The Commissioner of Internal Revenue has just made a ruling that commission merchants who negotiate sales and purchases in their names only and not in the names of their principals, are not "commercial brokers," and are not as such, liable to pay the special tax of \$20 per annum provided for in Paragraph 4, Section 2, of the Revenue Act of 1898.

This ruling was obtained, after six months' hard work, by Eschenberg & Dalton, grain commission merchants of Chicago, who deserve the thanks of the trade for carrying their case to a successful conclusion.

The Chicago Board of Trade, now that the decision has been made in favor of its members, is taking steps to secure the repayment of taxes already paid. Members desiring to join in this proceeding should notify Secretary Stone.

Russia will construct a special basin at Odessa for the use of grain ships. At present the granaries are located at a distance from the dock, making loading costly. The existing elevators are to be equipped with modern receiving, cleaning and loading machinery.



## A FAILURE.

BY MYRTLE DEAN CLARK.

## CHAPTER III.

John King determined that it would pay to overbid his competitors, get the farmers accustomed to come to his elevator, and dispense with the extra man.

He needed more funds. He dreaded to continue to borrow, but saw he must if he continued business.

The market had been bearish ever since he began and his returns not enough to pay home or business expenses. But now prices were a little higher. He would bid high, make a desperate effort to gain business, win valiantly, or ignominiously fail; no, he would not let himself think of the latter contingency—he would win.

Then there was excitement in the grain circles of Calicut. The dealers thought that John must be backed by outside capital. It was the busiest season of the year, prospects were encouraging, prices were rising and John King was getting the grain. They reasoned that John was receiving inside information from the men in some central market, who were backing him. Otherwise how could a man continue to bid with such intrepidity? There must be something in it—they would bid, too.

First, they combined against John, but the intoxication of gambling was upon them, so each worked alone, hated one another bitterly, and played this game of business which meant fortune or penury with the sang froid of gamblers.

The farmers smiled, and brought their grain from long distances. The Secretary of the grain dealers' association visited Calicut several times, endeavored to persuade the grain dealers to work together, take the Grain Dealers Journal, study modern methods, join the association, and seek peace, harmony and a fair margin of profit. But the hatred arising from the excessive competition was too intense and the overbidding continued.

Margaret seldom went to meet her husband now, but when she did, she shunned the flowers of brilliant coloring, which she had always worn in glorious profusion. Unconsciously she chose the milder hues, the white and violent tints appealed to her mood. She no longer wore them, a part of herself, but carried them, as Ophelia might, indifferent to their beauty or effect. Her songs had gradually changed from the glad, wild outbursts of a happy, healthy nature to snatches of sad, little ditties of her own composition and melody. When she met John she conversed on indifferent subjects, spoke of the increase of stock and farm affairs with apparent disgust for her topic; and then they relapsed into silence. She noticed his pallor and nervousness with an anxiety which she kept concealed, for, she argued to herself, "John does not love me now, I will not annoy him."

John keenly felt the change in Margaret, grieved over it until he concluded that Margaret did not love him any more and, instead of taking her to his heart and remedying the wrong, he permitted the barrier to grow more insurmountable each day, and time pulled on their heart-strings until it seemed that they would break.

Rumors came that Leiter's corner in wheat had been broken. John's creditors became anxious and clamored for their money. John had to ship his grain. On each carload there was a loss

instead of a gain, and finally the crisis came.

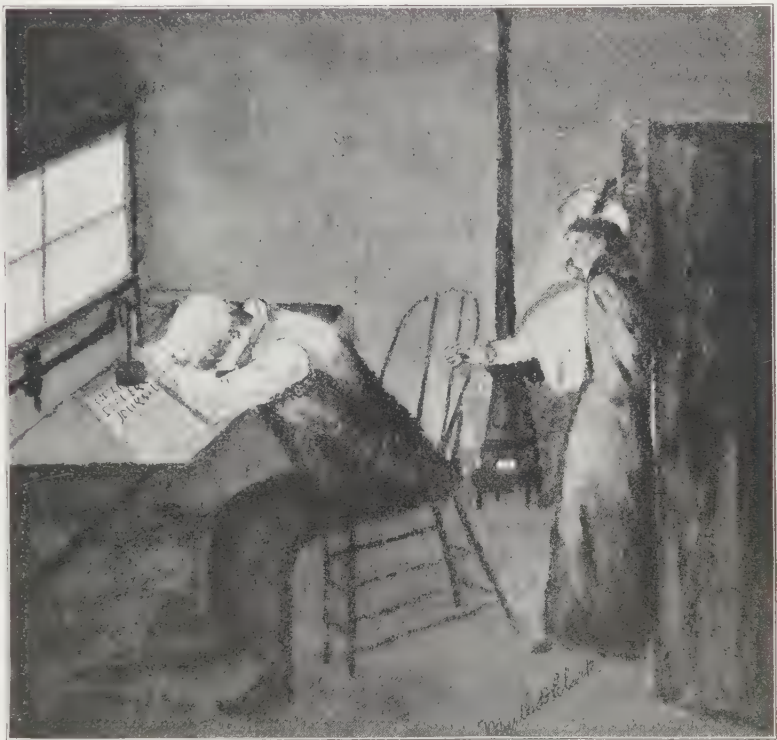
And now he must tell this woman who had ceased to love him that he had lost all of her money, more than that, that he was in debt. Oh, it was hard, too hard! If Margaret only loved him, it would be easier. The strong man felt his whole frame shaken with sobs which he could no longer resist. He laid his head upon his desk and time passed.

The shame of it all, the disgrace to his honest old father and mother, and to the gay little girl he had married, now a sad woman. Nemesis suddenly gave him a dim understanding that he had made his wife thus by starving her heart; now must he starve her body? Nemesis chuckled and flaunted that question to him again and again. Twi-

so they wouldn't burn, then paced back and forth across the kitchen.

What if John had been hurt, or perchance killed! "O, God! let it not be!" She hurriedly put on her cap and cape, pushed back the stewing pans, ran into the other room to see that John's father was asleep and dashed out into the darkness.

She ran rapidly for a mile or so, calling almost unconsciously, in an undertone, "John, John," peering into every ditch and dark place, trembling and crying. On and on she went, the sound of her footsteps driving her to a greater speed. Then the lights of the town twinkled in the distance and the noise of the trains rumbled and roared out danger, danger to John. Now she had covered the six miles to Calicut. She met pedestrians who turned to look



"John, John, what is the matter? Are you hurt? O, John."

light came and wrapped him in its mantle of shadows, but the shadow cast by despair had enveloped him and made him oblivious. Beautiful night came and sought to arouse him from his agency, with its bright messengers from the kindly Queen of the Heavens. No, no, he could not go home. He did not know what he did want to do—there was nothing to do, but suffer.

Something whispered that many elevator men had been suffocated in grain by accidentally opening a bin-valve. No, he would live and redeem his name and money—he would not be such a coward, and again he buried his head and groaned.

Margaret had prepared supper herself that night and it had grown cold from long standing. She had seated herself to read, but she was listening so eagerly for John's footsteps that she could not concentrate her attention. John's father had fallen asleep in his easy chair and his mother was away "a sittin' up with a sick friend."

Margaret put the victuals back on the stove to keep them warm, went to them frequently and nervously stirred them

or jeer as the hurrying, disheveled little figure.

The village clock struck ten, and struck terror to her heart. She did not know where to look for John. Suddenly she stopped, startled with the thought that he might be enjoying an evening with friends. But no, John would have told her. She would go to the elevator—perhaps some one around there could tell her where to look for him. No one was near the large, dusky building with its dense shadows. She called, and it answered her in sepulchral tones. She shook the door, and the reverberating sound seemed to augment like a rushing Alpine avalanche. She entered the office. The moonbeams cast into sharp relief the prostrate figure of her husband. "John, John, what is the matter? Are you hurt? O, John," and she threw herself beside him sobbing. He moved, but did not answer, and she seemed to divine that the calamity was not physical. Her tears gave him courage, and placing his hand tenderly on her hair, he told her in an awed, detected voice just what had happened.

"Then you do love me, John, and this



is what has been worrying you so long? I am so happy, John." John could not comprehend. "Margaret, you do not understand—all is lost."

"Oh, but I do, now you can come back to the farm and be with me all day—all the time, John."

John took the little wife in his arms, exclaiming: "Margaret, my Margaret!"

"John, I loved you all the time, only I thought you had ceased to care. Now we can begin life over again and alright."

(Concluded.)

### MEETING OF GRAIN DEALERS' UNION.

The quarterly meeting of the Grain Dealers' Union of Southwestern Iowa and Northwestern Missouri was called to order in the League room of the Grand hotel, Council Bluffs, at 2:30 p. m., by President D. Hunter, of Hamburg, who said the meeting had not been called for any special purpose other than to renew acquaintances and to cement friendships. The territory is in good condition and the trade is not suffering from any dissensions. We have invited the secretary of the National association, the secretary of the Kansas and the secretary of the Nebraska association to address you. I will call upon Mr. Clark, who will talk to you on "Grain Tickets and the Internal Revenue Law."

After enumerating the different ways in which the internal revenue laws affected the grain dealer, the secretary of the Grain Dealers' National Association read ruling 21,708, issued recently by the internal revenue commissioner and published on page 343 of the Grain Dealers Journal for Dec. 10. Different forms of grain tickets which can be used without revenue stamps were exhibited and explained. The only objection to the new ruling is that some of the deputy and district collectors construe it to mean that in order to avoid the attaching of stamps, grain tickets must be paid out of the buyer's own money and to the grain grower to whom he issued the ticket. The following letters from a Deputy Commissioner and a Collector were read:

Treasury Department, Office of the Commissioner of Internal Revenue.

Washington, D. C., Dec. 30, 1899.

Charles S. Clark, Esq., Secretary Grain Dealers' National Association, 10 Pacific Avenue, Chicago Ill.

Sir:—In reply to your letter of Dec. 22, 1899, you are advised that where a grain dealer deposits money with a merchant or banker for the purpose of cashing his grain tickets, said money must be kept by the merchant or banker in a box, drawer or other receptacle separate and distinct from any other funds, and in all cases unstamped grain tickets must be cashed by said merchant or banker directly to the parties to whom they are issued.

If they are paid to parties other than those to whom they were originally issued, a 2-cent stamp would be required. Respectfully,

ROBT. WILLIAMS, JR.,  
Deputy Commissioner.

Internal Revenue Service, First District of Illinois, Collector's Office.

Chicago, Ill., Jan. 6, 1900.

Charles S. Clark, Esq., Secretary and Treasurer Grain Dealers' National Association, 10 Pacific Avenue, Chicago.

Dear Sir:—The following is a copy of the Honorable Commissioner's decision relative to grain and cotton tickets and the like:

"I have the honor to acknowledge receipt of your letter of October 18, 1899, in which you call attention to Treasury decisions 20239 and 20375, and ask to be informed whether under the above decisions it is lawful for parties not in the banking busi-

ness to take deposits from buyers of produce and pay their tickets without attaching revenue stamps to the weigh bills or orders, when banks who have paid their licenses are prohibited from doing the same thing without the stamp being attached to the ticket or order. I have to advise you that grain and cotton tickets and the like may be cashed by a regular employee of the company issuing same, and directly to the parties to whom they are issued, without liability to the stamp tax, and they may also be cashed by a person not a regular employee of the company issuing same, provided the company deposits money with said person for the specific purpose of cashing these tickets, and providing the tickets are cashed out of the buyer's own money and no other.

"Under the above ruling a bank would be allowed to cash grain or cotton tickets without requiring stamp on said tickets, providing the party issuing the tickets deposits funds with the bank for the specific purpose of paying these tickets, which funds the bank must keep separate and distinct from its general deposit funds, and providing the tickets are paid directly to the parties to whom they were originally issued. It must be understood that the funds so deposited are for the specific purpose of cashing grain or cotton tickets and the like, and for no other purpose. Any previous ruling inconsistent with the above is hereby modified to conform therewith."

This ruling is very explicit in its wording and can not possibly be misunderstood. Respectfully,

F. E. COYNE,  
Collector.

President Hunter: Some gentlemen have come here from Des Moines to learn what we propose to do regarding the extension of our association so as to take in the dealers of that district. Mr. Stibbens and myself attended a meeting of their Cereal Club last month. They seem to be desirous of enjoying the benefits derived by the dealers of this territory from organization. I hope the members will decide to extend the union and that the Des Moines dealers will come in with us. We will hear from Mr. Shepard, of the Des Moines Elevator Co.

W. L. Shepard, Des Moines, Ia: I did not come here with the expectation of addressing you. Des Moines is becoming quite a grain center. We have nine cash grain firms and sixteen or eighteen track buyers. We have had troubles which you have met and which we feel we must remedy in the same way you have. We do not know whether to organize a separate association or join in with you. It depends upon how our troubles can best be handled. Mr. Warren, of the Warren Grain Co., is here and may have something to say.

Mr. L. Warren, Des Moines: I have nothing to add to Mr. Shepard's statement.

L. W. Gifford, Des Moines: We need an association and hope to see a division organized at Des Moines, or that you will extend the Grain Dealers' Union.

President Hunter: There are matters to be handled in the vicinity of Des Moines that would require some study for us to handle, but I think they could readily be handled by this union.

O. T. Hulburd, Osceola: I would be glad to see the Des Moines dealers come in with us. I think we can do them good, and hope to see the union extended.

W. C. Sievers, Walnut: Some of the line houses having headquarters in Des Moines have elevators in our territory and I feel certain they would profit by coming with us.

M. F. Hackett, Fairfax: Do I understand that this association will lose its identity?

President Hunter: No, not in the least.

Mr. W. L. Shepard: We had a meet-

ing in Des Moines yesterday and Mr. Clark, who has attended meetings of many associations and is familiar with their workings, was with us. I would be pleased to hear what he has to say regarding local associations.

Charles S. Clark: Judging from the experiences of other associations it does not matter much whether you organize a division or an independent association. Your success will depend upon the local. A large association must be divided into divisions to do the most effective work. If you organize separate associations in different parts of the state they must work together to bring about many of the needed reforms. The nearer you get to the local dealer the less expenditure of time and money you require of him to attend your meetings, the easier it will be to get him into the association and to maintain his interest in its work. The local divisions, the local meetings, are essential to success.

W. J. Martin, Hancock: Is the Cereal Club of Des Moines still in existence?

Mr. Shepard: Yes, but the work it is doing is more as a favor than a duty.

D. Hunter: If we extend our union to take in Des Moines we would have to meet oftener and in different parts of the territory to accommodate the different dealers. It would soon reduce the expense to all members. The income would be greater. I think it would strengthen our union for effective work and I would like the members in favor of extending the union to rise up.

W. F. Shindley, Lewis: Just a minute. I would like to know if we will admit track buyers. I would like to see the union have more direct influence with them, so we can cut off the scalpers.

Most of the members favored extension. Only one stood up in opposition to extension.

W. J. Martin, Hancock: I would like to see the union extended, so that it would be large enough to command the respect of all the track buyers. We could have meetings in different parts of the state to accommodate the dealers of the different sections, and I think we would be in better position to advance the interests of all regular dealers.

W. C. Sievers, Walnut: We need to make the union stronger so we can do better work. It has done some work for us, but we are still bothered with a scalper. The track buyers have promised to be good, but they break over and bid scalpers at every opportunity. The Peavey Grain Co. bid him.

J. W. Chambers, Omaha: I send out the bids for the Peavey Grain Co. in this territory and I have refused to bid Mr. Mickel or to accept grain on consignment from him. I will not bid any firm who is objectionable to you, if you will take the trouble to notify me.

Mr. Campbell, Atlantic: I am doing business at Atlantic, have a modern elevator on track, yet have not been able to buy as much grain as Mickel has sold to Peavey. I was not able to get any grain until last week I commenced to pay about the amount I was bid by card. Since then I have been able to get some grain. Mickel is getting bids and paying high prices.

G. A. Stibbens: Not one of the Atlantic dealers has ever written me regarding this scalper. You can not expect me to remedy troubles before I learn of them. I will take up this matter as soon as I get home.



J. A. Irving, Anita: I wish to say that Mr. Young and I had a world of trouble with scalpers before we joined the union. Since then we have had no trouble from that source, and I am pleased to say that owing to the assistance given by the union we have been able to do business at a profit.

A. F. Rickey, Griswold: I suggest that we hold a meeting at Des Moines and invite the dealers of that section to come in.

President Hunter: I think it would be well to drop this matter until you can think it over.

Secretary Stibbens read the following paper:

#### SECRETARY STIBBENS' PAPER.

Mr. President and Gentlemen: Has it ever occurred to you that we are nearing the end of the fourth year of our existence as an organization? In two months and ten days from this time we will begin on the fifth year. Are we, and have we been successful from a business standpoint? We are just now passing out of our infancy into manhood, with bright prospects in the future. Our success depends largely on how we conduct our business, but especially on the manner in which we treat our competitors. Harmony is the secret of our present success, and it will continue as long as you respect your neighbors' rights, but no longer.

When we commenced this work we builded on faith, but it was about exhausted before we gained a solid foothold. For the first two years track buyers, commission firms and railroad people looked upon us as an unnecessary organization liable to interfere with their time-honored customs, and we must confess that it took quite a long time to overcome their suspicions. Trouble with track buyers is a thing of the past, and the same is true of commission houses, with one or two exceptions. We are at peace with the railroads, and the Burlington officials are having so little trouble with their grain shippers they scarcely ever meet them unless they attend our meetings. A few years ago they were around among us all the time, but they now say they can devote their time to other matters as we do not need their attention.

This should be a very gratifying condition to all concerned. Five years ago you would learn by talking to the different dealers in this section that they had it in for the railroads to a man, for some imaginary wrong being inflicted upon them. Talk to the same dealers today and they have a good word to speak for the railroads, and they believe the officials of the various roads are inclined to protect the interest of the shipper. This is especially true of the Burlington road. Some of you dealers in the past have said this organization was of no benefit to you, but you hung on to the band wagon in a half-hearted way, and today you are riding up in the seat, and you could not be kicked out. But just such half-hearted support was why it took us so long to get in good working order. Very few of you realize that we had to educate all the track buyers and commission firms in Chicago, St. Louis, Kansas City, St. Joe, Omaha, Des Moines, Burlington and Creston as to what constituted a regular legitimate grain dealer. Did you ever stop to think what an undertaking it was, and what a load we had to carry? As it has taken four years to convince the country dealers it was to their advantage to support this union, is it any wonder our progress has been slow?

At our last meeting held in this place in October last, Mr. Boynton told you elevator property in our section had increased in value one-third on account of this union having been organized and the work it had done, and every one of you know it to be a fact. There are still a few dealers in our territory who are not members of this organization, but they are receiving the same benefits we are because we are protecting their business, but they simply stay out on account of the amount of money it would cost them, but they claim they appreciate the fact there are no scalpers to bother them, but they are not willing to help bear the burden, and they imagine that Hunter and myself are growing rich off the dues collected from the members. Produce two men that will do the work we have done for the same compensation, and we will cheerfully step down and out. This talk of big, fat salaries is pure rot, and the parties who indulge in it know it.

Prior to this organization the grain busi-

ness in our territory was carried on at a ruinous loss to those engaged in it, which can be verified by every dealer in this audience. The scalper was doing the business and you elevator people were standing around the street corners cursing your fate as well as the railroads. You wondered why it was the scalper could always get cars promptly to load his grain. Your condition would be the same today if this union had never come into existence, and you all know it. You also know when we began this work we did so single handed, for there were no sister organizations west of the Mississippi river that could lend us a helping hand. Neither was there a national association. But now when we run up against a hard proposition that we are not able to handle ourselves all we have to do is to ask for assistance and we at once receive it.

Very few commission firms are going to stand out against the strength that all these organizations represent. I have in mind two commission houses who are inclined to antagonize the interest of the Nebraska dealers and those of Iowa and Missouri, but I assure you they will have a rough road to travel should they continue their arbitrary course. They desire to dictate to these organizations who are regular and who not. In other words, these firms are not willing for these associations to pass judgment on their own questions. No one knows better than a grain organization who are irregular, and the very day we allow some commission firm to dictate to us what constitutes a regular dealer, we at once give up our stock in trade. I presume this union has fought commission firms harder for receiving consignments from irregular dealers than any other organization of its kind, and the time has come for all associations to concentrate their efforts along this line, for it is one of the greatest evils we now have to contend with. We are on the right side of this question and bound to win in the long run, but it will take aggressive work on our part. I have no patience with a regular dealer located where there is a grain organization who is not a member of it, for he reaps the benefit other dealers pay for.

The fact of your gentlemen coming a distance of 100 miles to attend this meeting demonstrates the fact very clearly that you are being benefited by this organization, otherwise you would not be here. It was only last summer we attempted to do any work on the Rock Island road. Several dealers along that line were troubled with scalpers, but the climate became too warm for them, and the most of them are now seeking a livelihood along other lines, and if all the dealers on that road west of Des Moines would come into this organization and furnish us the proper information their scalpers would soon disappear.

The time is now ripe to organize a state association if the dealers want it. The trade in and around Des Moines are eager to organize and see the necessity of it, but they are undecided whether to go in with us or organize a local association with headquarters at Des Moines. Mr. Hunter and myself attended a meeting of the Iowa Cereal Club, at Des Moines, December 11th, and we told them if they saw fit to go in with us we would give them the best service possible, but if they thought best to organize independently, we would give them all the assistance in our power.

In sections where there are no associations dealers are beginning to realize the necessity of them, and the time is not far distant when every locality in the state of Iowa will be organized, as it is the only sensible thing to do. It's simply a business proposition, and if you are a good business man you will join an association as quick as you find one. As long as you are not a member you are liable to be a subject of all the evils that have ever been visited upon the trade; on the other hand, you will be protected, and have the satisfaction of knowing that some vulture will not drop down in your place and ruin your business. If you are not having any grief and are gliding along smoothly, won't it be worth \$12 a year to you to be left alone in your glory? If we continue our present prosperous and harmonious condition, we must have your co-operation, without it we shall fail.

I could name stations where it has cost ten times more money than they ever paid into this union to get them to work in harmony with their competitors, and that is the reason we never had a surplus in our treasury. The money has been spent calling the committee together to adjust your troubles, but if you would work in harmony with each other we could soon reduce your dues, but if we fail to reduce them will it be a hardship on you? Can you afford to be without it at its present cost? I challenge any of you to name a

time in the last ten years when there was so little friction among you, and it has cost each one of you about \$50 in the past four years. Has the burden been heavy?

We cannot understand why all the dealers do not join the national. It certainly is not the amount of money it costs that keeps you out. The national has a distinct and separate work to perform which in no way interferes with the work of the locals. The trade needs the strength and influence of all these organizations, and if each local association would give their undivided support to the national, the grain trade would be a mighty power. There are great evils we are subject to, that must be corrected, but it must be done by us or not at all. We have unjust laws to contend with that work a hardship upon us as dealers, but they will never be repealed unless we take the matter up and demand justice. In order to accomplish all these reforms it is absolutely necessary for the different organizations to work together as one body. It makes little difference what individual receives the honor for the work accomplished, as we will all share the benefits alike. We owe our present good condition to the support and good business sense of our members, and this thing will continue so long as you treat others as you would like to be treated.

A. H. Bewsher, Omaha, secretary of the Nebraska association: I have just returned from a meeting of grain dealers at Sioux City. They do not let you sleep there, or devote any time to writing speeches. I had two subjects marked on a slip of paper when I entered the door. Since entering Secretary Stibbens dealt with one of them and Secretary Clark of the National told you of the other. I had a couple of pastorals to read you, but I find you do not want them. You are to be congratulated on the good work your union has done. Larger associations have done much less. You are to be congratulated upon the fortunate selection of men to manage your affairs, who are as conservative and careful of their own business. You can not appreciate the great work they have done for you.

I wish to read some extracts from my correspondence regarding the internal revenue stamps on grain checks:

Hon. David Mercer, House Postoffice, Washington, D. C.

Dear Sir:—I have been requested by the grain dealers throughout the state to respectfully call your attention to what, in their opinion, is an unjust proportion of the internal revenue tax falling to their lot. In no other line of business, I believe, is this tax so high when compared to its profits. You will readily appreciate this when you consider that a load of ear corn usually costing between \$4 and \$6 has to be paid for with a check bearing a 2-cent internal revenue stamp, thereby making the taxation amount to about 40 cents per \$100. Owing to the very keen competition, the grain business of today is done on a very narrow margin, rarely at over 1 cent per bushel gross on corn. This margin leaves but little for the dealer's living and profits on his investment after deducting the expense incidental to the proper conduct of the business. Figuring on this basis of profit, say \$5 to \$7 per car, the rate of taxation is about eight per cent. of the gross profits. These dealers have no desire to shirk their responsibility, but are anxious and willing to pay a just proportion of this tax. It is their belief that the makers of this law never intended that they should pay a higher proportionate rate of taxation than other lines of business, and it is for the purpose of calling your attention to this inequality and asking your assistance in bringing about a correction of a recent decision that was intended to furnish them partial relief, that I write you.

Recently the Treasury Department handed down decisions Nos. 20239 and 20275, an interpretation of which by Internal Revenue Commissioner Wilson I attach. The trade being advised of this, at once hailed it as the long looked for relief, and began arranging to take advantage of the benefits intended. The attention of their respective bankers was called to the matter, and upon their investigation, and after obtaining the opinion of Collector Houtz and others, they in many instances declined to handle the business along the



lines necessary, because of the exacting conditions imposed, hence the decision in all but very rare cases is of little practical use. The objectionable clause in this interpretation of Secretary Wilson's is as follows: "The bank must keep separate and distinct from its general deposit funds, etc." This, in the opinion of Collector Houtz, meant that the depositors intending to issue grain tickets must withdraw from their general bank fund an amount for the purpose of cashing these tickets and this amount was to be placed in the hands of the banker, making of this separate amount an affair of honor rather than a banker's obligation, protected by the usual banking laws. Collector Houtz informed one correspondent that money intended for the cashing of these tickets could not be accepted by a bank as a deposit in the usual meaning of that term; hence as you will see, this relieves the banker of the legal responsibility attached to his position as a banker, which is objectionable to some extent to the country dealer. In addition to this, it imposes upon the banker labor and a separate care which he is in many instances unwilling to accept, thus frustrating the objects or benefits intended by his decision.

It is the opinion of the country dealer that this clause could be eliminated or amended in such a way as to make the intent and purpose of the decision practical, for as now interpreted, it is furnishing little or no relief. It is also his opinion that if the bank would be allowed to cash these tickets against the general deposit fund, or at least allow the banker to accept a separate deposit or account to be used solely and purposely for the payment of these tickets, that the bank would view with more favor the concession granted and feel disposed to allow their grain depositors to take advantage of the decision. Such an amendment, I am sure, would be of vast benefit not only to the grain trade of this state but to that of the country at large.

I submit this matter to you in the hopes that you will see the justice in an effort on the grain dealers' behalf. They have paid this tax even though they have considered it unjust, in a willing and patriotic manner up to this time, but now that recognition of this injustice has been given by the authorities as shown from this decision, they would have the relief intended put in such shape that they could take advantage of it.

In closing, I bring you greetings from the Nebraska association. I wish you greater success, if that be possible, and I wish your officers for the coming year a peaceful and successful term. To the members I might repeat a little toast which I heard at Sioux City last night—a place where one can hear most anything. It is Rip Van Winkle's favorite toast, "Here's to your families, and may you live long and prosper."

Secretary Stibbens proposed an amendment to the Landlord Lien Law, as follows:

#### AMENDMENT TO LANDLORD LIEN LAW.

Amend Section 2992 of the Code of Iowa by inserting after the word "term" in the sixth line of said section the following: "And shall not be enforceable against innocent purchaser of property subject to lien under farm leases, without notice thereof, unless the lease or instrument reserving the rent is acknowledged and indexed in a book, in which the county recorder of the county where the leased land is situated shall index all leases filed in his office, describing the leased premises, showing the amount for which the lien is claimed, the date such lease was made, the date of filing, and the date of expiration. Such recorder shall receive for filing and indexing leases the sum of twenty cents."

J. D. Young, Anita: In order to get the matter formally before the association I move that the proposed amendment be printed and two copies be given to each member, with the request that he strive to enlist the support of the feeders and send a copy to each of his representatives in the state legislature.

The motion was seconded and carried.

O. T. Hulburd, Osceola: I wish to present a matter which has been before you before. It is as follows:

As the question of this union joining the National association as a body has twice been brought up in convention with only one dissenting voice, I would offer the following resolution:

Whereas, The National association has offered to accept as members of that body twenty-five or more members of this association without membership fees and only \$2 each annual dues; and,

Whereas, About one-third of our members are now members of the National association; be it, therefore,

Resolved, That this union join the National association as a body, retaining, however, its individuality as a local association, retaining its officers and transacting its own business in the future as in the past. That the local secretary be instructed to collect from each member \$1 semi-annually in addition to our regular dues, which dollar shall be remitted to the secretary of the National association and a receipt taken therefor. Be it further

Resolved, That every member taken into our union does, by virtue of becoming a member of this union, become also a member of the National association and subject to an extra assessment of \$1 every six months as his dues to the National association. Be it further

Resolved, That the secretary be instructed to notify each member of this union not now present of the action of this convention.

J. Gault, Creston: I do not think this is right. Some members talk against this affiliation outside, but say nothing in the meeting. I am against it.

W. C. Sievers, Walnut: I favored this move before, have joined the National since, and still favor it.

The resolution was lost.

W. C. Sievers: To get the matter of extension before the house I move that the Des Moines dealers be invited to join the union.

J. R. Graham, Hastings: I am against extension. It has been the history of nations that when they extend too far disintegration follows. I believe in intensive organization so that we can reach more members in our own district.

W. C. Bayles, Mt. Pleasant: I would like to have the motion broadened, so as to take in my district. I am an expansionist.

President Hunter: It is the intention to extend to all parts of the state, to organize local divisions, but this shall be the parent body.

The motion was carried.

W. C. Bayles, Mt. Pleasant: Mr. Shambaugh and I have agreed to talk to you in favor of the introduction of fresh seed wheat. The last crop of wheat in this section was very poor and the mills have poor flour as a result. If the grain dealers of this section of the state ever expect to get anything out of the wheat crop they must bring in a supply of fresh seed. Seed wheat should be brought from points as far north as possible. It matures more quickly.

G. L. Graham, St. Louis: I once worked for a seed firm which aimed to get seed wheat for Illinois bottom lands from Missouri hills, and seed wheat for the Missouri hills from Illinois bottoms. We aimed to bring seed wheat from southern points. I think it is a mistake to bring seed wheat from the north.

D. Hunter: From what I have seen of the last crop of wheat I am convinced that fresh seed should be introduced.

H. A. Vanschoiack, Elliott: I have been here since 1872. None of the varieties grown then are grown now. New varieties have been brought in from the north. What we want is spring wheat and you can not get it by going south.

W. C. Bayles: I move that Secretary Stibbens be appointed a committee to canvass the members regarding the introduction of fresh seed wheat.

The following dealers were readmitted to membership: B. C. Ragan, Elliott, Ia.; W. P. Savage & Co., Gravity, Ia.; Eaton, McClellan & Co., St. Louis; Des Moines Elevator Co., elevators at Harlan, Corey, Shelby, Avoca, Hancock, Oakland and Carson.

H. A. Vanschoiack: I move that the annual meeting of the union be held in this city March 22. Carried.

Adjourned.

#### CONVENTION NOTES.

The only anti-expansionist present—G. L. Graham.

A. F. Rickey, of Griswold, was welcomed back into the fold.

The general complaint was—the feeders are taking all the corn.

C. M. Boynton as usual set up a box of cigars with his compliments.

The attendance was not as large as usual, still it was far from being poor.

The one Chicago receiver represented was W. R. Mumford Co., by Wallace Armstrong.

Among the Missouri dealers present were J. T. Christian, Rockport, and M. F. Hackett, Fairfax.

The annual meeting will be held at the Grand hotel, Council Bluffs, Thursday, March 22. Be sure and be there.

It is to be hoped the Des Moines dealers will accept the invitation of the union to join with it before their organization fever cools.

W. J. Davenport and H. S. Storrs, of the freight department of the C. B. & Q. R. R., attended and Storrs read all about the loading fee.

E. E. Clancy, J. W. Chambers, G. A. Wells and J. W. Dillon, Omaha representatives of Chicago track buyers, helped to swell the attendance.

The move to amend the Landlord Lien law will need the support of all the dealers if it succeeds. It is to the interest of every dealer to give it promptly.

The Des Moines delegation consisted of W. L. Shepard, of the Des Moines Elevator Co.; L. Warren, of the Warren Grain Co., and L. W. Gifford, who represents the Northern Grain Co.

Three machinery men present—M. M. Snider, representing the Barnard & Leas Mfg. Co.; W. O. Pratt, representing J. Thompson Sons Mfg. Co., and R. W. Jessup, representing the Invincible Grain Cleaner Co.

The St. Louis houses represented were Daniel P. Byrne & Co., by R. H. Wheeler; Brinson-Judd Co., by E. L. Waggoner; G. L. Graham & Co., by G. L. Graham; Jno. E. Hall Com. Co., by L. R. Cottrell; P. P. Williams Grain Co., by Jos. Norton; Eaton, McClellan & Co., by R. E. McClellan, and the Dayton-Wooster Grain Co., by F. A. Gritzner.

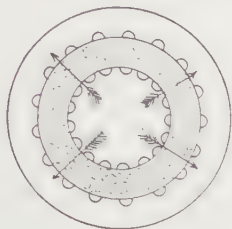
Among the dealers present were: J. Auracher, Shenandoah; W. C. Bayles, Mt. Pleasant; F. M. Campbell, Randolph; Mr. Campbell, Atlantic; G. H. Currier, Prescott; Chas. F. Davis, Pacific Junction; Wm. Daugherty, Hawthorne; I. A. De Cou, Woodbine; D. N. Dunlap, Fontanelle; W. W. Ellis, Villisca; J. Gault, Creston; Jno. Gilmore, Imogene; J. R. Graham, Hastings; J. H. Gwynn, Yorktown; D. Hunter, Hamburg; J. R. Harris, Northboro; O. T. Hulburd, Osceola; J. H. Hulbert, Fontanelle; J. A. Irving, Anita; G. W. Judd, Sidney; E. C. Kayton, Strahan; J. A. Kyle, Shenandoah; J. F. Kyle, Coin; John Lafferty, Neola; W. J. Martin, Hancock; L. B. Payne, Gravity; H. A. Vanschoiack, Elliott; A. F. Rickey, Griswold; Ira Shambaugh,



Clarinda; W. F. Shindley, Lewis; W. C. Sievers, Walnut; G. A. Stibbens, Coburg; J. D. Young, Anita, and T. J. Young, Macedonia.

### THE PERFECTION GRAIN DRIER.

During the last few years grain driers have gained favor rapidly with the elevator people. Grain shipped in a damp condition, arriving at terminal markets in a heated and sour condition, was the underlying factor that first set the inventive mind of a few practical people to work to devise some means for quickly and cheaply placing this damp grain in a cured or dry condition. And now there are a number of grain driers on the market that have been in actual op-



eration and are performing their work to the entire satisfaction of the users, and while they all differ in their mechanical construction, they all use hot blasts of air, which is forced through the grain.

At present the use of grain driers is confined principally to the large elevators for curing grain before it has had a chance to thoroughly dry by nature's own process, to place in a dry condition grain which has been left to the mercy of rains, or to dry salvage grain which has been through a fire. The value of a grain drier as part of the equipment of an elevator can be readily seen and appreciated. It gives the owner a chance to put wet grain in a cured condition before shipment, thereby assuring its arrival at destination in a dry and sweet condition, and grading the same as when shipped. It also puts him in a position to buy salvage grain, which is generally sold at the buyer's price, and place it in a marketable condition, thus securing a good price for it and reaping a handsome profit on his investment. Of late foreign importers have been insisting that their orders should be filled with grain that has been dried; this shows that dried grain is preferred by foreign buyers.

The cuts presented herewith show an upright and cross section of the Perfection Grain Drier recently patented by Tweedale & Harvey, of Chicago, Ill. This drier has two separate chambers for the grain, the one on the right being used to dry the grain, and the one on the left to cool it. It is designed to be used as a conditioner, drier or bleacher and is so arranged that cold air can be put through both chambers if so desired. When used as a drier the grain is first permitted to pass down through the cylindrical hot air chamber on the right; it is then elevated and permitted to pass down through the cold air chamber on the left. The heat taken from the grain in the cooling chamber is utilized by taking the warm air from that chamber through a coil of steam pipes on its way to the hot air chamber. Thus the air laden with moisture is removed from both the hot and cold air chambers, so that the moisture cannot be immediately re-absorbed by the grain. The air in

the hot air chamber is under pressure, of uniform temperature throughout, and comes in contact with all parts of the drying surface, so the grain is dried both by radiation and by direct contact with hot air.

When used as a bleacher, air laden with sulphur fumes is fed to the suction pipe leading to the hot air chamber.

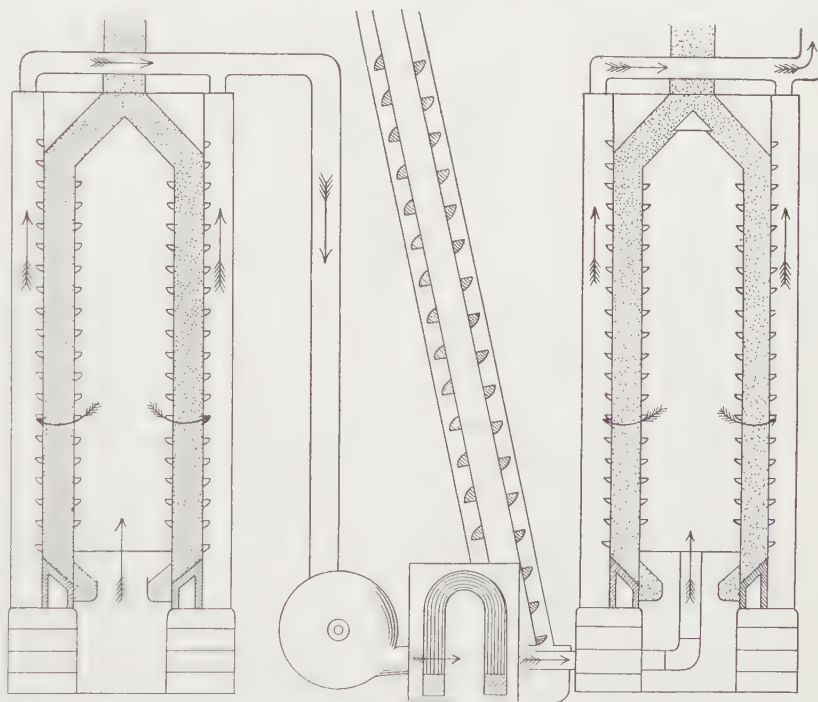
Where steam is not available heat can be applied to the drier by placing radiating coils of pipe in the hot air chamber, and cobs or other refuse can be used for supplying the heat.

This drier is fire proof, built of metal, and in capacity ranges from 250 to 2,500 bushels per hour.

### DISTRIBUTION OF CORN CROP.

The conditions which have conspired to diminish sales of corn on the Chicago and eastern markets are well known, among them being the favorable weather, foreign demand, stock feeders and competition of the Gulf ports.

The satisfactory financial condition of the farmer is demonstrated by the western manager of the Chicago office of the Merchants' & Manufacturers' Warehousing Company of New York, who states that notwithstanding the high in-



The Perfection Grain Drier.

terest rates which usually prevail among local banks at this period of the year, much less money than for many seasons past has been arranged for by country buyers who use the storage warrants of the Warehousing Company at local stations in Indiana, Illinois, Iowa and Nebraska. This is accounted for in the belief that the farmer himself is cribbing and carrying the corn, which he has heretofore taken to his local market.

All cereals are scarce in Persia, reports Consul Herbert W. Bowen from Teheran, on account of crop damage by two severe winters.

Elevators at Bristol and London have been crowded with grain which could not be moved to the interior owing to the shortage of cars and sacks.

### BOOKS RECEIVED.

THE HORSE USEFUL is the title of the report of Secretary F. D. Coburn of the Kansas State Board of Agriculture for the quarter ending December, 1899. The secretary's introduction treats of the horse for business and pleasure, with some discussion of his usefulness in the past, his production and uses now, and his prospects for future permanency. Part first of the report is devoted to the interests of those who breed, care for, use and appreciate the horse, and to the horse himself, his improved breeding and more humane treatment. Part two is given up to population, crop and live stock statistics for 1899. The report is of much value to not only the breeders of Kansas, but to those of other states as well. It reflects much credit on Secretary Coburn.

### RECEIPTS AND SHIPMENTS OF FLAXSEED.

S. H. Stevens, the veteran flaxseed inspector and registrar of the Chicago Board of Trade, has issued a statement of the receipts and shipments of flaxseed at three principal markets during 1899, which is interesting in view of the

remarkable fluctuations in the price of this commodity.

Chicago received 6,664,137 bushels, of which 3,035,000 was No. 1 Northwestern, 2,795,387 No. 1, 396,250 Rejected, and 93,125 No Grade. Shipments, 4,139,226 bushels, of which 944,870 was No. 1 Northwestern, 1,984,773 No. 1, 146,262 Rejected, and 1,699 No Grade.

Receipts at Duluth and Minneapolis were 7,945,168 and 3,919,620 bushels respectively. The shipments were 7,895,915 and 433,840 bushels respectively.

The amount in store at the close of the year in regular elevators was 46,061 bushels at Chicago, 275,000 bushels at Duluth, and 1,331,000 bushels at Minneapolis.

Detroit claims to be the only speculative bean market in the world.



## SCALE BEAMS.

Since the first article on beams appeared our attention has been called to a compound recording beam placed in the new elevator of the Des Moines Elevator Co. By means of a lever on a sliding poise the weight in thousands and hundreds is stamped, or rather indented, upon two tickets, one of which, the original, is gummed so the weighman can readily stick it into his weigh book for future reference. The other indented ticket is sent to the office of the company. By the use of this device the recording is reduced to a mechanical operation, which eliminates the opportunities for error in reading or adding, a carload being weighed at a single

use of loose weights, which in the long run will save the user many dollars.

## SCALE BEAMS.

By J. A. Demuth, Oberlin, O.

To those of the grain trade who remember my many contributions on the now somewhat frazzled topic of shortages, I beg to explain that my reappearance on the field is in compliance with a request from the editor of this Journal. To the best of my knowledge, I was the pioneer in the effort to remedy this evil of shortages by securing an adequate check on the work of the elevator weighman in recording his weights.

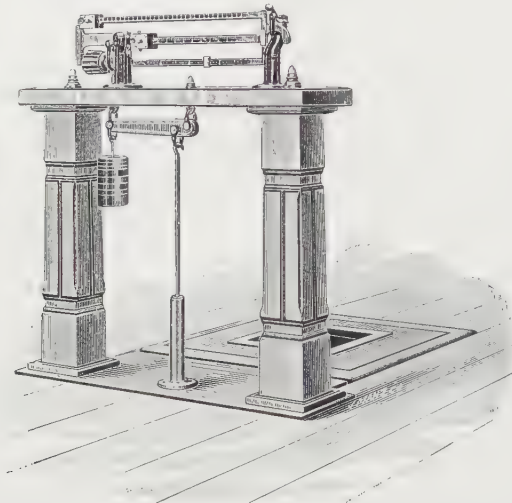


Fig. 20. Beam for Figuring Bushels.

draft. The opportunity for error in weighing remains as before, but is very small.

A grain man who has had some sad experiences with loose weights and pinched his fingers between them until he had a beautiful crop of blood blisters, condemns them as a relic of antiquity.

The Keystone Scale Works writes: "We have read the article with much pleasure, and, although there is nothing very new on this subject, we believe that you have obtained pretty much all of the different beams that there is at the present time. We have nothing different to offer you, although we think there is room for some improvement in the way of beams, which we hope to take up at some future date, and, if possible, perfect. We believe the time is not far distant when the best grades of scales will be built without weights, that is, so far as the loose weights are concerned."

## GASTON'S BEAMS.

The accompanying cut, Fig. 20, shows Gaston's Hopper Scales equipped with a combination grain beam. The upper beam is graduated in 100 pounds up to 3,600 pounds, and the lower beam is graduated in pounds up to 200 pounds, while the center beam revolves and is graduated in bushels for wheat, barley and oats, thus reducing pounds to bushels. It will be noticed that no loose weights are needed on this beam.

Gaston's Compound beam, shown by Fig. 21, is used for wagon scales. The main or upper bar of the beam is graduated to 200 pound indication and notched, while the lower beam is used to indicate the intermediate weights.

This beam also does away with the

shortages, and I was assured by scale makers that my device would not remedy the matter. They had personal knowledge of instances where grain was run back into the elevator bins instead of being discharged into the holds of vessels, where it rightfully belonged. But after my double-entry system had been given a fair trial at our elevators and I was in possession of facts and figures that were indisputable, it began to dawn on elevator managers that there

was a possibility of their weighman making mistakes.

The country shippers were easy converts to this new doctrine, although the multitude were so wedded to the thieving theory that it, the new doctrine, received but scant support from them. The last man to fall in with the new idea was the weighman himself. The autocrat of the elevator has always been the weighman. In one instance that came under my personal observation—not in our own elevators—when the weighman was approached on the subject of having the device attached to his scales, the obsequiousness of the manager was strongly suggestive of either long and faithful service on the part of the weighman, or long and fruitful toll-taking. Perhaps both. But the thing was finally accomplished and was so successful that even the weighman found no further objections.

With our own weighmen the strong point against the innovation was that they would not have time to "look at them letters every time."

"But, John, don't you look back at your figures to see that they are right?"

"Yes." (Which was a lie, because I had watched them time and again.)

"Well, instead of doing that, you need only to enter your letters, and we will take care of the rest."

John was an honest old German, with avoirdupois not a little; but when I showed him his first error, which even John himself could not explain away, his surprise amounted almost to giddiness; he could easily have been floored with a feather.

It can be readily understood that although necessity and myself were mother and father respectively of the invention, I took additional interest in the system by reason of the fact that it was my duty to appease, if possible, the wrath of the short shipper, who "weighed that car himself. This "appeasement" was invariably in the shape of a letter wherein the regular testing

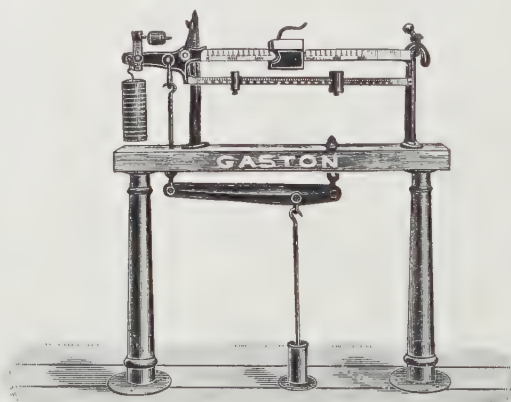


Fig. 21. Compound Beams.

of our scale (four track scales) by a heavily loaded car, the great experience of our weighmen and our uniformly close weights with other shippers became extremely monotonous. I was weary of it. I knew that it was bluff, pure and simple, and that it would not hold with a shipper of ordinary intelligence a minute. But the shipper of O. I. knew that we knew that he didn't know any more about the real cause



of the difference than we knew. So we used to exchange affidavits for a while, back and forth, until the thing blowed over. When the new system got into working order, we simply gave them our weights in double entry and told them that a mistake at our elevators was impossible.

One of my pleasantest recollections in connection with my experience in the elevator business was of a miller who was more pleased with the honest grades of No. 2 Red from our elevators than with our weights. He was always short and always complaining. Finally he put in a new track scale. With what satisfaction and interest he weighed his first car from our elevator one can easily imagine. And when he found his car about fourteen bushels short he jumped into his coat and was down to Toledo on the next train. As he came into the office there was, as I remember, that sort of expression in his countenance as when the man of superior muscle takes off his coat with that air of assurance and confidence which is heightened by extreme deliberation.

"Well, you fellows are up to your same old tricks yet."

"What's the matter, Mr. Schneider—is your car short again?"

"You bet it's short, and I've come down to put a stop to this sort of thing."

The double-entry argument rolled off him like water off a duck's back.

"Well, see here, now, I don't give a damn about your letters. I've just put in a new track scale and I weighed that car myself. Why, the scale man was hardly out of sight before this here car was run on to my scales. And I've got the witness of a dozen men that'll take their oaths they seen this car weighed. You didn't put the wheat into the car, and that's all there is about it. I'm going to make it hot for you, and the affidavit of these men will knock your letter system silly. Why, I know the wheat wasn't in the car, because I weighed it myself, and every one of these men who were there for the express purpose seen me do it."

At this stage I began to think the miller had a pretty strong case, and he certainly had the courage of his convictions.

"Mr. Schneider," said I, "if there has been a mistake made, we will gladly rectify it. Did you bring your weights with you?"

He hadn't. I then asked him to send his gross and tare weights, and we would look into the matter further and advise him. When we received his weights we discovered that the difference was in the tare weight, the gross weights agreeing within a few pounds. In looking up the tare weight in the car record, we discovered that the identical car had that morning arrived in the yard with a cargo of flour. To have it switched into the elevator and reweighed was the next move, with the result as we had surmised: The miller had weighed very carefully as far as getting a balance was concerned, but the twelve gentlemen and the miller himself had neglected to make sure that the figures had been read and recorded correctly.

Nowadays nearly all terminal elevators are using some means of making sure of the correct reading of the beams. It seems almost past belief that twenty years ago, when the elevator system

had already been well nigh perfected, the matter of proving the reading and recording of the weights indicated by the scale had not yet been apprehended as being of importance, notwithstanding the almost universal howl in all directions about shortages.

It is to the credit of the large elevators that they have very generally availed themselves of one means or another for putting an end to mistakes of this kind. To be sure, there are shortages yet, and ever will be; but one source of the evil is certainly eradicated by making it impossible for the weighmen to make terrible mistakes and then cover them forever against detection by unloading the car into an elevator bin. My experience in the grain business ceased some ten years ago, but up to that time the interest manifested in my invention and its object was mainly among terminal elevators—very few shippers, comparatively, having shown a disposition to take this precaution against mistakes.

### THE SCOOP MAN AND THE JOURNAL.

Since the Grain Dealers Journal commenced to publish names and addresses of scoop shovel men, the regular dealers are being bothered less by the itinerants who strive to prevent reputable grain men getting a living out of the business. Some of the scoop shovel shippers have written very ab-



usive letters, but not once have they claimed to have any facilities for handling grain. Others have favored us with their special reports of the regular dealers at certain stations, but erred by including their own names.

No shipper can have his name on our Scoop Shovel Shipper's List at a town and on our List of Regular Grain Shippers at the same town. His name must first be removed from the Scoop Shovel List.

If the names of any irregular dealer appear in our List of Regular Grain Dealers of Iowa we beg that the reputable firms will immediately notify us, so that the names can be omitted from all copies of the list given out hereafter.

Subscribers can obtain a copy by sending us 6 cents; others who desire it must first become subscribers or advertisers.

The annual meeting of the Lake Carriers will be at Detroit, Jan. 17.

## GRAIN CARRIERS.

The carload minimum on eastern lines is now 35,000 pounds of oats and 40,000 pounds of other grain.

Grain rates from Duluth to Chicago were cut recently by the Wisconsin Central to 8 cents per hundred.

The trunk line railroads, both of Canada and the United States, are said to be preparing to fight the Conners Montreal Elevator Scheme.

Contracts are to be let very soon for the construction of the Port Angeles Eastern Railway, 130 miles in length, between Port Angeles and Olympia, Wash.

Captain Inman, of Duluth, Minn., has designed a steamer to navigate the lakes throughout the winter. The boat has a ram bow, to cut under and break up the ice.

One of the largest cargoes of flax taken out of Philadelphia was that of the steamer Dutch Prince, which cleared Nov. 30 with 117,000 bushels, valued at \$175,000.

The Arkansas Construction Co. is building 70 miles of road between Fayetteville, Ark., and Tahlequah, I. T., for the recently incorporated North Arkansas & Western.

The feasibility of raising the level of Lake Erie by a dam at Niagara will be investigated by a joint committee to be appointed by the federal governments of the United States and Canada.

The dredging of the Delaware River to a full depth of 30 feet at low water is soon to begin, the contract having been let to the Virginia Dredging Co. The channel will be about 600 feet wide.

Eastbound shipments of grain, flour and provisions from Chicago for the week ending Dec. 16, were 96,363 tons, against 81,795 tons for the previous week, and 108,814 tons a year ago. The grain tonnage was 61,001, against 58,153 a year ago.

The line of the Iowa, Minnesota & Northwestern Railway has been opened from Blue Earth City, Minn., to Mason City, Ia., a distance of 60 miles. When completed the line will be 195 miles long, and extend between Fox Lake, Fairmont and Belle Plaine.

Underwriters were happy when the steamers H. C. Frick and J. J. McWilliams arrived in port safely with their cargoes of flax valued at \$560,000. These were among the last boats to pass down the lakes at the end of the season when the perils of navigation had greatly increased.

Attorney General Griggs has decided that he cannot proceed against the railroads, as petitioned by shippers, for violating the anti-trust law in agreeing upon their new official freight classification. To constitute a violation, the acts complained of must be in restraint of trade.

In the case of the Kansas state railroad commissioners against the railroads, the Interstate Commerce Commission has ordered that rates on corn meal shall be not more than three cents per hundred above the rate on corn, between points in Kansas and points in Texas. The commission also orders the railroads to cease violating the long and short haul clause on shipments of wheat or corn from Missouri River points to New Orleans or Galveston for export.



# GRAIN TRADE NEWS.

## CANADA.

Bucket-shops are more numerous in Montreal than ever before.

The Winnipeg Grain Exchange will hold its annual meeting Jan. 11.

The appointment of an official weigh-master at Fort William, Ont., is proposed.

A. Brown & Co., of Toronto, Ont., contemplate buying the farmer's elevator and mill at Portage la Prairie, Man.

A rubber belt 3,529 feet in length, and weighing nine tons, has been manufactured by a Canadian concern for the new grain elevator of the Intercolonial Railway at St. John, N. B.

The Great Northern Railway of Canada has awarded the contract for a 1,000,000-bushel elevator at Quebec to Chapman & Co., of Buffalo, N. Y. The plant is to cost \$250,000 and be ready in time for the completion of the road's connection with Parry Sound.

The Winnipeg Commercial's last number contains a map of the new railroads built in Manitoba during 1899. The new railway work for the year shows a total of 351 miles, most of which is fully completed and in operation. While a number of the new roads are short branches, designed to act as feeders to other lines, in some cases the new roads are of a more important nature. Some are extensions into new territory of important lines, such as the Canadian Northern, which is opening up a vast, rich and entirely new region in northern Manitoba. Then there is the Manitoba Southeastern, which is intended to form a portion of a great trunk through to Lake Superior, thus providing a third road connecting Winnipeg with the great St. Lawrence system of inland navigation. The province of Manitoba alone now has over 2,000 miles of railway, all built within the last twenty years.

## ILLINOIS.

Hurrah for reform! Now see that the Board gets it.

A grain elevator at Tower Hill, Ill., was burned Dec. 26.

Rufus Horton & Co., grain and stock brokers, Chicago, have failed.

J. Lied & Son, of Red Oak, Ill., will build an elevator with a dump.

A large elevator is to be built on the site of the burned mills at Sidney, Ill.

Spiller & Fenton have almost finished their new elevator at South Wilmington, Ill.

The elevator at Ashley, Ill., operated by the Egypt Milling Co., was burned Dec. 22.

Henry Kraushaar's grain and hay warehouse at Warsaw, Ill., was burned Dec. 28.

The Leona Elevator Co. has built and filled a corn crib at Adeline Station, Ill., 32x10x10 feet.

Frank Baker, formerly with Slimmer & Lipman, has gone with Nash-Wright & Co., Chicago.

J. & F. J. Rapp shipped 215 cars of grain during 1899 from their elevator at Kidderville, Ill.

Tarbox & Schroll have formed a partnership at Pierson, Ill., to operate the Schroll Elevator.

William Rosenberger, grain dealer at Papineau, Ill., was married recently to Miss Emma Perrault.

J. A. Kries is reported to be attempting to conduct an irregular grain business at Hastings, Ill.

W. H. Merritt & Co. have given a trust deed for \$140,000 on their new elevator at South Chicago.

The directors have approved the application to make the Armour Elevator C a regular warehouse.

The elevator and mill of Sutherland & Schultz at Astoria, Ill., were burned Dec. 21. Loss, \$25,000; insurance, \$15,000.

Armour & Co., of Chicago, have purchased of the Barnard & Leas Manufacturing Co. two No. 98 Perfected elevator separators.

Ware & Leland, grain receivers of Chicago, are sending their friends a very handsome and serviceable desk calendar for 1900.

The Calumet Elevator Co., of Chicago, has given a trust deed to 15,300 feet of land on the Calumet River, to secure a loan of \$210,000.

Robert Pringle, grain broker, has retired from business on the Chicago Board of Trade, transferring his trades to A. J. White & Co.

DeWitt C. Gray, for 25 years a resident of Chicago, and formerly engaged in the grain business at St. Louis, died Jan. 2 of heart disease.

Illinois shippers have received notice from the railroads that the blockade at Chicago has been lifted and that grain will be taken for points east.

A. S. T. Ogilby has purchased the elevator and milling business of A. L. Colton at Rockford, Ill. The latter will spend the winter in California.

Chicago Board of Trade dues have been reduced from \$60 to \$50, payable in two installments. It is estimated this will yield \$15,000 in excess of expenses.

Noble Jones has obtained a rehearing of the claim of Nash-Wright & Co. The directors of the Chicago Board of Trade have decided that the latter must furnish an account of sales.

B. F. Traxler, formerly with Slimmer & Lipman, grain receivers of Chicago who retired from business January 1, has accepted a position with Nash-Wright Co., and will represent them in Illinois.

W. W. Warner, a pioneer dealer in grain and stock at Rock Island, Ill., died Jan. 1 of Bright's disease. He was 71 years of age, had traveled around the world twice, and amassed a comfortable fortune.

C. F. Stoltman, of Tremont, and Mr. Schunk, until recently connected with Roberts & Moschel, of Morton, have formed a partnership and engaged in the grain and lumber business at Trivoli, Ill.

Ferdinand and F. A. Schumacher are forming a company to build a large oatmeal mill at Chicago. With its pro-

posed capacity of 2,500 barrels, the mill will insure better prices for choice oats in this market.

O. L. Parker, of Hugo, has purchased the elevator at Hayes, Ill., of Fuller Woods, and will operate the plant, as well as the elevator at Hindsboro. He has removed, with his family, from Kemp to Tuscola, Ill.

The old elevator at Anchor, Ill., one of two at that point, owned by the Middle Division Elevator Co., of Chicago, was burned Jan. 1, with three separators, 25,000 bushels of corn and 15,000 bushels of oats. Loss on building, \$9,500; grain, \$5,500; and machinery, \$1,000. Fully insured.

At the annual meeting of the Farmers' Elevator Co., Leonard, Ill., a prosperous condition of affairs was reported. When the company began business it had the building paid for and \$20 cash on hand. The treasurer's report at the last meeting showed \$8,000 cash on hand. The company will buy a new safe in which to place its books and papers.

Thomas Craig, grain dealer at El Paso, Ill., was swindled out of \$60 by a man who impersonated a farmer. The man sold some corn and drew the money as an advance payment. The rogue cashed the check at Chenoa and then on reaching Chicago wrote Mr. Craig, thanking him for the money.

Chicago received during the past year 30,971,000 bushels of wheat; 133,776,000 corn; 110,775,000 oats; 2,793,000 rye; 15,847,000 barley; 6,616,000 flaxseed; 84,225,000 pounds grass seed; 14,830,000 pounds broomcorn; and 207,000 tons hay. The shipments were: Wheat, 10,784,000 bushels; corn, 116,552,000; oats, 85,982,000; rye, 2,282,000; barley, 6,371,000; flaxseed, 3,093,000; grass seed, 76,079,000 pounds; broomcorn, 8,250,000 pounds; and hay, 10,495 tons.

The removal of the elevator of John West & Co., at Etherley, Ill., to Victoria, has been delayed by Henry Harms, who not only operates an elevator at Victoria, but holds a large interest in the G. E. & E. Railroad, on which the new town is located. Harms objected to competition, and applied to the courts for an injunction restraining West & Co. from removing the house. When refused an injunction, Mr. Harms took an appeal to a higher court, which has not given a decision.

Traders made the last business day of the year, on the Chicago Board, an occasion for sport. The directors closed the session an hour earlier, at 11 o'clock, and opened the windows to freeze out the disturbers. For the peace-loving members of the institution an elaborate minstrel entertainment was gotten up, and given in the visitors' room during the afternoon. The performers made a number of local hits, which were well received by the large audience. T. J. Cannon, the interlocutor, wore a colonial costume and a powdered wig. The other performers were in black face. The performers were:

"Bones"—Jack Harris, Pete Maloney, Ed. Collins and John Harkins. Tambos—Pete Tierney, Emil Newman, Al. Smith and Dave Chabert. Balladists—W. E. Johnson, M. Buchbinder, T. E. Byrne, H. D. Wright and Herbert Frost. Board of Trade quartet—Messrs. Johnson, McClure, Wright and Frost. Chorus—Tony Hahn, J. B. Morton, G. J. Ohlenroth, R. J. Carroll, G. F. McNamara, J. B. Watt, Al. Stumpf, H. L. Scriba, C. E. Hudson, H. S. Carroll, J. J.



McClure and Master Felix Foy. O. H. Jackson was manager, Gus G. Gluekauf musical director, and J. M. Hahn accompanist.

Chicago elevator proprietors are giving the usual public notice of storage rates for 1900. On all grain and flaxseed received in bulk and inspected in good condition three-quarters ( $\frac{3}{4}$ ) of one (1) cent per bushel for the first ten (10) days or part thereof, and one-fourth ( $\frac{1}{4}$ ) of one (1) cent per bushel for each additional ten (10) days or part thereof, so long as it remains in good condition. On grain damp or liable to early damage, as indicated by its inspection when received, two (2) cents per bushel for the first ten (10) days or part thereof, and one-half ( $\frac{1}{2}$ ) of one (1) cent per bushel for each additional five (5) days or part thereof. No grain will be received in store until it has been inspected and graded by duly authorized inspectors.

### INDIANA.

An elevator is proposed at Warren, Ind.

Send us notices of new elevators, new firms and business changes.

P. S. Daubenspeck, it is said, will rebuild his burned elevator at Rushville, Ind.

H. M. Coulter has purchased and will take possession March 1 of the elevator and mill at Kirklin, Ind.

Local business men are asked to take stock in a new company to build a second elevator at Williamsport, Ind.

Frazier & Co., grain dealers, suffered loss by a fire that destroyed the business district of New Castle, Ind., Dec. 30.

G. W. Kerr and Thomas Bodine have purchased the Marlatt Elevator at Covington, Ind., and have engaged in the grain business.

Hagey Moore & Co. have purchased for \$1,000 the grain elevator of the Wyatt Mill Co., and will remove the building from Wyatt to New Paris, Ind.

Farmers have employed an attorney to collect for grain burned with the elevator of Kent & Co., at La Grange, Ind. The firm has offered to settle for 50 per cent.

M. E. Harris, Cowan, Ind.: Discontinue the ad. of elevator for sale. Have had lots of inquiries; but it seems like we couldn't trade. Success to the Journal. It is all right.

Jay A. Buck, of Muncie, Ind., formerly in the grain business at Dunreith, embezzled \$1,600 from his employers and lost it in wheat deals. He has been sentenced to 14 years' imprisonment.

The Barnard & Leas Manufacturing Co. has recently sold one No. 1 Little Victor corn sheller and cleaner to W. Lash & Son, of Farmersburg, Ind., and one No. 1 Cornwall corn cleaner to Bashour & Lowe of Burnettsville, Ind.

Taylor & Peer are said to be trying to conduct an irregular grain business at Dana, Ind., with the hope of driving the regular dealers out of business by overbidding them. They shovel all the corn they buy and through the shortsightedness of several dealers in central markets they are able to find a market for their grain and to make much trouble for the regular dealers.

A midnight fire at Saratoga, Ind., Dec. 29, destroyed the elevator owned by J. W. Owen and operated under lease by Goodrich Bros., of Winchester, who had a quantity of grain on hand,

which was insured for \$1,000. Loss on building, \$2,500; insurance, \$1,500. Two loaded cars were burned. The day before the building was filled with smoke, supposed to come from a hot journal, which could not be located. The fire is believed to have started in a heap of oats, piled close to a flue.

### IOWA.

Iowa dealers need more local associations.

C. Weibers has succeeded C. Erp at Arcadia, Ia.

Fred Lewis has been succeeded by S. F. Lewis at De Soto, Ia.

J. V. F. Babcock has discontinued the grain business at Ida Grove, Ia.

Chullman & Lease have discontinued the grain business at Galva, Ia.

S. H. Grannis has sold his elevator at Ledyard, Ia., to the Inter State Elevator Co.

H. Lawbaugh has sold his elevator at Stuart, Ia., to Wm. Wylsie, and left town.

Alva Humeston is building an elevator near his grain office at Humeston, Ia.

Kropp & Kruckman have discontinued the grain business at Farnhamville, Ia.

Fremont Butler is attempting to do an irregular grain business at Mitchellville, Ia.

Rumor has it that eastern people will build a large grain elevator at Dubuque, Ia.

A. Imbott, Haverhill, Ia.: I am going to stop buying on track at Haverhill and Ferguson.

E. L. Erickson has been succeeded in the grain business at Story City, Ia., by the Erickson-Larson Co.

L. B. Munger of Castana, Ia., has sold his elevator and will engage in the grain business elsewhere.

Lyman Johnson of Sioux Rapids, Ia., says there will be lots of corn left after the feeders are supplied.

Read our account of the meeting of the Grain Dealers' Union at the Grand Hotel, Council Bluffs, yesterday.

The Hunting Elevator Co., of McGregor, Ia., is overhauling, repairing and enlarging its elevators in Iowa.

The Illinois Central line from Fort Dodge to Omaha is to be opened Jan. 15. The line is 141 miles long and cost \$4,000,000.

Readers will confer a favor by reporting the grain trade news of their part of the state for publication in this column.

Wylie Fleming has sold the elevator he bought from A. Armstrong at Lake View, Ia., to the Trans-Mississippi Grain Co.

J. R. Zinn & Son, of Oxford Mills, Ia., have purchased a No. 000 Victor corn sheller of the Barnard & Leas Manufacturing Co.

D. K. Unsicker, Wright, Ia.: Business is still dull. No grain moving. Feeders are getting corn at an advance of 5 to 6 cents per bushel.

J. S. Williams has sold his elevator at Stanhope, Ia., to the Marfield Elevator Co., and moved to Paton, Ia., where he has succeeded H. H. Smith & Son.

R. R. Palmer, who was engaged in the grain business at Creston, Ia., for a number of years, committed suicide by shooting himself in the head while in his coal office at Creston, on the evening of Dec. 28, 1899. His life was insured

for \$10,000 in his wife's favor, who, with five small children, survive him.

W. E. Mereness has sold his elevator at Early, Ia., to the Interstate Elevator Co., and gone to work for the company, being in charge of the elevator at that station.

Geo. A. Groves, of Arion, Ia., while in Chicago last week, said that feeders are causing trouble to regular dealers in the territory west of Arcadia on the Northwestern.

Wilson & DeWolf of Laurens, Ia., have a new 30,000-bushel elevator in operation at the new town of Albert City, on the Fonda-Spencer extension of the C., M. & St. P.

C. T. Sidwell, Florence, Ia.: I have had a good many answers to my advertisement of land to trade for elevator. Continue the advertisement until notified to discontinue.

An elevator and feed mill will be erected by W. K. Van Wagoner on his farm near Ida Grove, Ia., where he expects to feed 2,000 head of stock. A gasoline engine will drive the machinery.

M. McFarlin, of the Des Moines Elevator Co., and B. A. Lockwood, of the Lockwood Grain Co., were in Chicago last week and added their evidence to the prevailing opinion that business is dull.

The feeders are keeping many regular dealers and elevators in idleness. Some of the railroads, too, have plenty of time to spare. A few are regretting the encouragement they gave feeders to ship in steers.

E. A. Abbott & Son are no longer in the grain business at Charter Oak, Ia. Both father and son went to the Klondyke last year. The father returned last month, but will go back to the gold fields in the spring.

Webber & Greene have sold their elevator at Collins, Ia., to S. S. Hanson. The firm expects to continue in the grain business and is on the lookout for a new location. W. H. Ozmun is buying grain for Mr. Hanson.

The Des Moines Elevator Co. has not finished its new cleaning and transfer elevator at Des Moines, although it has been running nearly two months. Another receiving leg will be added soon, also another hopper scale and oat clipper.

The Iowa Central's new rates are, Keithsburg, Ill., to Boston, New York and Portland, 23 cents per 100 pounds on wheat and coarse grain, and 25 cents on grain products; to Philadelphia and Montreal, 22 cents on grain and 23½ cents on products; to Baltimore and Newport News, 21½ cents on grain and 22½ cents on products. The Great Western in a similar tariff makes rates from East Dubuque, Iowa, 3 cents lower on grain and 1 cent to 1½ cent lower on grain products.

G. E. Mickel, the irregular grain dealer who caused the trade in the neighborhood of Walnut, Iowa, much trouble, departed some time ago, and A. A. Mickel of Atlantic, who also does a scalping business, is credited with placing a new man in charge of the place. The new man, W. E. Acker, has announced his coming with posters reading as follows: "WANTED, Poultry and Corn. For which I will always pay the highest market price. I will be at Mickels' Place. See me for prices. W. E. ACKER." Will this scalper attempt to sell grain in central markets in his own name or



in the name of A. A. Mickel? It is not every receiver or track buyer who is willing to do business with such irregulars.

### KANSAS.

J. A. Roth is no longer in the grain trade at Caney, Kan.

A. F. Abernathy has retired from the grain business at Scottsville, Kan.

Geo. W. Cole, grain dealer at Horton, Kan., has gone out of the business.

Jarbo & Thorn have succeeded Kelly Bros., grain dealers at Edgerton, Kan.

Kansas farmers are holding much of the last years' crops for better prices.

S. S. Caldwell, formerly in the grain business at Caldwell, Kan., has retired.

Groening Bros., of Lehigh, Kan., have succeeded the Lehigh Mill & Grain Co.

Ebel Bros. have succeeded C. B. Funk in the grain business at Hillsboro, Kan.

L. L. Hough has engaged in the grain business, with an elevator at Easton, Kan.

Readers will confer a favor by reporting new firms, new elevators and business changes.

Locke & Mann have succeeded R. W. Hooper in the grain business at Summerfield, Kan.

The Rock Grain Co., Chas. Baker manager, is preparing to erect an elevator at Kinsley, Kan.

At Bennington, Kan., the Midland Elevator Co., of Kansas City, has succeeded Sheeran & Son.

The Greenleaf-Baker Grain Co., of Atchison, has succeeded J. R. Craig at Randall, Kan., and W. M. Clegg at Rice, Kan.

E. J. Smiley, secretary of the Kansas Grain Dealers' Association, writes that the annual meeting will be held at Topeka, March 6 and 7.

The Midland Elevator Co., of Kansas City, will operate a feed mill in connection with its new 15,000-bushel elevator at Larkin, Kan.

F. H. Peavey & Co., of Boyle, Kan., have purchased a No. 1 Cornwall corn cleaner and a No. 1 Victor corn sheller of the Barnard & Leas Manufacturing Co.

The Arkansas Valley Grain Co.'s elevator at Great Bend, Kan., was burned Dec. 22, with 5,000 bushels of wheat and some corn and rye. Loss, \$10,000; little insurance.

The excursion of the Kansas grain dealers and millers to Houston and Galveston is bound to be a grand success. Tell your wife to get ready for a seven days' trip.

Secretary Smiley will organize three more local associations in Kansas, making seventeen in all. What is the matter with the Kansas Grain Dealers' Association? How it does grow.

The demurrer filed by the attorney of Chief Grain Inspector McKenzie in the suit brought by H. C. Galloway for damages, has been sustained by the court. Complainant has ten days in which to file an amended petition.

The date of the annual meeting of the Kansas Grain Dealers' Association has not yet been decided upon, but it will be held in Topeka immediately preceding the excursion to the gulf, whenever the members decide that shall be.

D. H. Martin, who has been conducting the old Capital Elevator Co., of Topeka, Kan., as receiver, since Nov. 30, 1896, recently filed a report showing that all the assets had been sold, the amount realized being \$16,911. After

paying preferred claims and running expenses there remains \$3,010, which will give creditors of the old company 10 cents on the dollar.

A branch of the Kansas Grain Dealers' Association held a meeting at Atchison, Dec. 29. Among those present were L. Cortelyou, of Muscotah, president; E. J. Smiley, of Concordia, secretary; A. J. Denton, of Leavenworth; J. R. Baker and Ed. Johnson, of Everest; W. W. Price, Huron; J. H. Cavanaugh and R. E. Smith, Effingham; J. E. Dunkin, Shannon; Herman and Charley Luecke, Netawaka; W. M. Hedge, Whiting; J. Jenson, Leona; William F. Washer, William Lint, William Wood, Ed. Small, J. R. Smith and L. J. Woodhouse, of Atchison.

Geo. H. Hunter, of Wellington, Kan., a director of the Kansas Grain Dealers' Association and president of the Kansas Millers' Association; L. Cortelyou, of Muscotah, Kan., president, and E. J. Smiley, of Concordia, Kan., secretary of the Kansas Grain Dealers' Association, were in Chicago last week, to arrange the 7 to 8 days' excursion of the grain dealers and millers. The excursion will be run over the Atchison, Topeka & Santa Fe to Houston and Galveston, Tex., immediately after the annual meeting. A large number is assured, and it is believed 150 couples will make the trip.

### MARYLAND.

Grain exports from Baltimore show a large decrease as compared with the preceding year. William F. Wheatley, secretary of the Chamber of Commerce, says: It is true that we have fallen behind last year's record. Many conditions have prevailed to disappoint us in the amount of western wheat shipped to the sea by way of this city. The Chamber, however, has done a heavy general business, and, after all, there is little ground for complaint. Other comparatively northern cities share with us the injury that has been done by southern competition, and the year's record at Baltimore will compare favorably with any of them, and with the average record for the city, remembering that last year was recognized to be a phenomenal year.

### MICHIGAN.

Send us notices of new elevators, new firms and business changes.

J. H. Johnson, Metamora, Mich.: I like the Journal very much.

Mikesell's grain storehouse and other property at Charlotte, Mich., was burned Dec. 28. Loss, \$3,000; insured.

Fire at Ithaca, Mich., Dec. 18, destroyed the elevator and mill, causing \$16,000 loss. Insurance, \$10,000.

Martin Burgess, buyer of grain and hay at Holly, Mich., has made an assignment to Hugh Montgomery. Liabilities, \$10,000.

Matthew Caley has purchased the elevator at Metamora, Mich., advertised for sale in the Grain Dealers Journal by J. H. Johnson.

William Mason, formerly a member of the Chicago Board of Trade and engaged in the grain business at Boston and Buffalo, died recently at Alpena, Mich., aged 85 years.

The Grand Rapids, Belding & Saginaw Railroad has been completed from Lowell to Belding, Mich., 16 miles, and is to be extended 22 miles to Stanton, and from Hastings to Battle Creek, 28 miles.

The Mercantile Trust Co., of New York, filed a bill in the United States Court Jan. 3, to foreclose a mortgage on the Chicago & Grand Trunk Railway. E. W. Meddaugh and Henry B. Joy have been appointed receivers.

Wallace Bros. are placing stone on the ground at Kinde, Mich., for a new elevator, to be finished not later than July 1. The capacity will be 20,000 bushels. The ground has been leased from the F. & P. M. R. R. by W. H. Wallace and W. J. Orr of Bay Port, and John E. Wallace of Port Austin.

### MINNESOTA.

Grain trade items are always welcome.

A business man of Wadena, Minn., proposes to build an elevator.

Walter Parks, of Airlie, Minn., is looking for a location to engage in the grain business.

Foster & Miller have been offered a site at Redwood Falls, Minn., on which to erect an elevator.

A grain elevator will be erected by the Northern Pacific on its recently purchased dock property at Duluth, Minn.

W. A. Townsend, well known on the Minneapolis Chamber of Commerce, has engaged in the grain business on his own account.

Walter Parks, Airlie, Minn., Dec. 31: Farmers have their land in good condition, with plowing nearly all done, and I look for a good crop.

Three elevators are to be built immediately at Willmont, Minn., by H. N. Douglas, of Worthington, Montgomery Bros., of Iowa, and the Davenport Milling Co.

Walter Parks, Airlie, Minn., writes: There is talk that the B., C. R. & N. Railroad will extend its line from Worthington to Jasper, and possibly farther west.

Anton Popp has purchased the interest of Fred W. Hartwig in the elevator at Hutchinson, Minn., and the firm of Patterson & Hartwig has been succeeded by Patterson & Popp.

H. L. Day is equipping the Milwaukee and the Omaha elevators at Minneapolis with complete Day Dust Collecting Systems, to include a number of Day Dust Collectors and Sweep-ups.

The Hunting Elevator Co., which for some time has contemplated engaging in business at Rose Creek, Minn., has acquired the plant of L. J. Phillips at that point. Mr. Phillips preferred to sell out rather than have a competitor.

To please North Dakota shippers the Minnesota Grain Inspection Department has appointed J. S. Abrahamson, of Grand Forks, N. D., and Joseph Thompson, of Devil's Lake, N. D., deputy inspectors at Minneapolis and Duluth.

S. Pfeffer & Son, grain dealers of Blue Earth, Minn., have contracted with L. O. Hickok, of Mankato, for the construction of an elevator at the new town of Frost, on the Iowa, Minnesota & Northwestern. The plant will have a capacity of 20,000 bushels and is to be completed Feb. 1.

The Pioneer Steel Elevator Co., the incorporation of which was announced some time ago and which has already erected steel tanks of 625,000 bushels capacity, has let the contract to the William Graver Tank Works for the construction at Duluth, Minn., of additional tanks to form part of a plant which will have an eventual capacity of



4,000,000 bushels. The working house alone will have a capacity of 500,000 bushels.

The Marfield Elevator Co., of Winona, is favorably mentioned in a recent issue of the Pioneer-Press. This company was incorporated twenty years ago under Minnesota laws. Its general offices are at 301-304 Choate building, and its executive heads are as follows: S. Hyde, president; J. R. Marfield, vice-president and manager; C. P. Crangle, secretary, and C. M. Morse, treasurer. The company controls and operates fifty-five elevators in Minnesota, South Dakota and Iowa, all situated on the line of the Chicago & Northwestern railroad. It also deals extensively in coal, and has large warehouses and coal sheds at most points where its elevators are located. In addition to this system of elevators, the combined capacity of which is 1,700,000 bushels, it owns Elevator "B" in Winona, with a capacity of 200,000 bushels.

### MISSOURI.

Grain trade news items are always welcome.

Mayor Jim Miller, of Mt. Vernon, Mo., has about 63,000 bushels of wheat stored in his large elevator at that point.

Edwin L. Rees, of Burlington Junction, Mo., grain dealer, was married recently to Miss Margaret M. Grant, of Decatur, Ill.

John G. Willock and Walter J. Mondhank have purchased the property and business of the Platte Mill & Elevator Co., at Tracy, Mo.

H. S. Hartley and William Reid have formed a partnership at Kansas City, Mo., to conduct a grain business under the name H. S. Hartley & Co.

The St. Louis Merchants' Exchange celebrated the end of the year with music. Everybody had a good time; but hat-smashing and sample-throwing was barred.

The Kansas City business of the Central Granaries Co., of Omaha, has been purchased by McReynolds & Co., of Chicago, who have placed G. H. Conant in charge.

Since July the Brinson-Judd Grain Co.'s elevator at Seneca, Mo., has handled 525 cars of wheat and corn in transit, and H. Nye, the agent in charge, has purchased of farmers 125 cars of wheat.

The following officers have been elected by the Kansas City Board of Trade: President, W. T. Kemper; second vice president, Alexander McKenzie; directors, W. C. Goffee, W. A. Moses, L. S. Mohr, J. H. Tomlin, T. J. Brodnax; arbitration committee, L. H. Evans, F. A. Talpey, P. F. Carey, John Sellon, A. R. Pierson. Mr. Kemper is a young man, and as a member of the Kemper Grain Co. has become well known.

Kansas City's grain receipts for 1899 were: Wheat, 20,341,000 bushels; corn, 8,682,000; rye, 183,300; barley, 17,600; oats, 2,388,000. The shipment of grain in bushels for the year was: Wheat, 13,358,150; corn, 5,345,750; oats, 1,796,000; rye, 122,200; and barley, 20,000. The total receipts for all kinds of grain was 46,061 cars, against 66,418 cars in the preceding year. The decline is attributed to competition of gulf ports and to smaller crops in territory tributary to Kansas City.

### NEBRASKA.

H. R. Joy, of Odell, Neb., has recently purchased a No. 2 Cornwall corn cleaner of the Barnard & Leas Manufacturing Co.

John Sinclair, who for several years has had charge of the grain business of Paul Schminke & Co., at Burr, Neb., died Dec. 30, of Bright's disease.

The Barnard & Leas Manufacturing Co. has recently sold No. 1 Victor corn shellers to Seeley, Son & Co., of Lincoln, Neb., and A. P. Ely & Co., of Omaha, Neb.

The elevator at Valley, Neb., under the management of Mons Johnson, has been doing a large business, some days receiving from 2,000 to 6,000 bushels of corn.

J. M. Sewell, of Hastings, second vice president of the Grain Dealers' National Association, stopped in Chicago on his way back from Canada, where he spent the Christmas holidays with his mother.

The Nebraska State Board of Transportation now has power to reduce rates for railway traffic. A recent Supreme Court decision removes the injunction obtained by the railways to restrain the regulation of rates. The railways look to the federal government for protection. Express, telegraph and telephone companies also are liable to have their charges arbitrarily reduced.

Business men and farmers to the number of 51 have petitioned the Nebraska State Board of Transportation, complaining of the alleged agreement between the two grain buyers at Firth, Lancaster Co., where some men received better prices than others. The two buyers are partners in a bank at that point. Since the filing of the petition one of the grain dealers has sold his business to another party, and the signers have recalled their petition, believing the change in the management of the elevator will have a good effect on the market.

### NEW ENGLAND.

Readers will confer a favor by reporting new firms, new elevators and business changes.

George A. Bailey, formerly of Belfast, Me., has been sent to the Philippine Islands as the representative of G. W. McNear, one of the largest grain dealers on the Pacific coast.

W. F. Fillmore of Three Rivers and H. M. Smith and Frank Hamilton of Palmer, Mass., have formed a partnership to deal in grain at that point under the name Palmer Grain Store.

Sidney W. Thaxter, Simeon Malone, W. H. Thaxter and Edward G. Baker, all of Portland, Me., have incorporated two companies at that place: the Portland Warehouse & Transfer Co., with \$30,000 capital stock, to do a general warehouse business; and the S. W. Thaxter Co., with \$20,000 capital stock, to deal in grain.

W. H. Miner of Brattleboro, Vt., has filed a petition in bankruptcy, desiring to be relieved of debts contracted twenty years ago while in the grain business at Peoria, Ill. The liabilities exceed \$80,000, and the assets, while nominally \$76,000, are of doubtful value. Mr. Miner is now manager of the Valley Grain Co., at Brattleboro.

Edward P. Merrill, grain broker, Portland, Me., writes: We are expecting a sharp movement in mill feed in the near future. Oats are not selling much. Corn

is being bought freely. Reducing the time of holding cars on track is working considerable hardship and hurting business in some cases. Our shipments from Portland by foreign steamers are larger than ever before.

### NEW JERSEY.

The A. T. Sellers Co. has been incorporated at Camden, N. J., to deal in grain. Capital stock, \$10,000; incorporators, A. T. Sellers, H. F. Carr, D. T. Stackhouse, all of Camden.

The Columbian Supply Co. has been incorporated at Jersey City, N. J., to engage in the grain business. Capital stock, \$2,000; incorporators, C. W. Perkins, K. K. McLaren and W. H. Brearly.

### NEW YORK.

Charles S. Richards has succeeded Richards & Gunn in the grain export trade at New York City.

Frederick Truscott will continue the grain business of Truscott & Heathfield at Buffalo, N. Y., under the name Truscott & Co.

W. C. Heathfield and E. T. Washburn have formed a partnership in the grain business at Buffalo, N. Y., under the name Heathfield & Washburn.

The Andrew Cullen Co. has been incorporated at New York City to deal in grain and seeds. Capital stock, \$100,000; incorporators, Frederick Steigerwald of Stapleton, and James Macdougall, of New York City.

The Husted Milling & Elevator Co., of Buffalo, N. Y., has contracted with the Macdonald Engineering Co. for plans for a 250,000-bushel elevator of steel construction like that built for the American Malting Co., at Chicago.

Alexander F. Fisher, dealer in grain and hay at Palmer's Dock, Brooklyn, is sending the trade a calendar for 1900. Mr. Fisher begins the new year by establishing a branch office at 182 Reade street, New York.

An example of quick work unloading grain vessels is furnished by the Wells Elevator, Buffalo, N. Y. Between 7:55 and 11:55 there was unloaded 65,000 bushels from the steamer H. W. Oliver. After dinner the remainder of the cargo was taken out, the entire 99,192 bushels being elevated before 3:20. Estimating the working time at six hours, the average was 16,532 bushels an hour.

The New York Produce Exchange on Jan. 22 will consider an amendment to the by-laws relating to the gratuity fund. It is proposed to limit the annual assessment to fifty, and to pay beneficiaries 60 per cent of claims, and the remainder, if there is a balance in the treasury, at the end of the fiscal year. Radical steps must be taken to relieve the Exchange of the burden of life insurance.

### NORTHWEST.

Colonel S. G. McGill, grain dealer of Fargo, S. D., died Dec. 21.

At Strandberg, S. D., a 15,000-bushel grain elevator is to be built.

Fire at Penn, N. D., Dec. 24 destroyed the elevator owned by the Minneapolis & Northwest Elevator Co.

A youth has confessed that he set fire to the Monarch Elevator at Carrington, N. D., which was recently burned, alleging that the company's agent, Sundahl, bribed him to do the deed. It is said the agent was short 3,000 bushels of



wheat. He has been arrested on the charge of arson and embezzlement.

### OHIO.

Readers will confer a favor by reporting new elevators, new firms and business changes.

Track laying on the new Columbus, Lima & Milwaukee has been completed from Lima to Defiance, 40 miles.

Cincinnati dealers are trying to organize a division association. They would profit as well as their members from such action.

The dealers of northwest Ohio would have a strong local association if they would only make up their minds to it. A firm determination and a little persistent work would bring it.

Oscar W. Mills, grain dealer at Toledo, O., died of pneumonia Dec. 25, after a week's illness. He was a member of the Produce Exchange and operated the Star Elevator, recently burned.

The Barnard & Leas Manufacturing Co. has recently sold No. 2 Victor corn shellers and No. 2 Cornwall corn cleaners to John Barrett of Wilmington, O., and the Myers & Patty Co., of Ake, O.

Harry Freese has made many friends the past season while operating the elevator of Zeno Miller at Sherwood, O. He has bought the property of Mr. Miller and will continue permanently in the grain business at that point.

Raymond L. Lipe, of Toledo, O., is having his hay barn at Sherwood, O., fitted up as a grain elevator, under the direction of his agent, F. W. Minsel, the hay buyer. Lon Minsel, his son, is expected to run the elevator when completed.

Waldo Elevator Co., Waldo, O.: We have sold our elevator to W. L. & W. H. McElhinney, who will operate the plant, and will go out of the grain business for the present. We received several inquiries from our for sale advertisement in the Journal.

McLaughlin & Biebricher millers at Bellevue, O., have contracted with Joseph B. Greulich for the construction of a grain elevator at Franks, on the C., S. & H. railroad. The building will have a capacity for 10,000 bushels of grain and will be modernly equipped.

We are indebted to W. A. Rundell & Co. for a copy of the program of the entertainment given by the Toledo Produce Exchange the last day of the year. A light lunch was served, together with an excellent brew of punch. Cigars were plentifully distributed, and every arrangement was made for the comfort of members and guests. Music was furnished by the Lyceum orchestra; Charles Stager acted as master of ceremonies, and Denison B. Smith made the introductory speech. E. L. Southworth sang "When Gunckel Quits I'll be Supreme." Major J. F. Zahm favored the audience with "It's a Horrible Death to be Talked to Death." Paddy Paddock, Jimmy Hodge and Artie Mills sang a song about "Jimmy the Bad, Paddy the Good, and Mills the Shrewd." Solomon King told about "A Pair of Kings and Three Little Queens." A few professional vaudeville entertainers helped out the Exchange talent.

### PACIFIC COAST.

The French Prairie Warehouse Co. has been incorporated at Gervais, Ore.

G. Rea proposes to engage in the grain and feed business at Concord, Wash.

The grain warehouse of Miller & Atkins at Roseburg, Ore., was recently burned.

A receiver has been appointed for the grain in the warehouse of the late T. J. Black at Halsey, Ore.

The Southern Pacific is surveying a proposed cut-off across an arm of Great Salt Lake into Ogden, Utah.

Harry C. Williams, dealer in grain and coal at San Francisco, Cal., was recently married to Miss Margaret Dalziel.

Notice of intention to build 32 miles of road from Riverside to Waitsburg, Wash., has been given by the Washington & Columbia River Railroad.

The Baker-Mead Warehouse at Los Angeles, Cal., containing several thousand tons of hay and straw, was burned Dec. 21. Loss, \$28,000; insured.

Eugene Thompson has been appointed agent of the Tacoma Grain Co. at Palouse, Wash., to succeed Frank Covert, who will go to California with his family to spend the winter.

Part of the right of way for the 170 miles to be built by the Portland, Vancouver & Yakima Railroad has been obtained. Work has been completed for a distance of 17 miles from Vancouver, Wash.

Louis C. Lauder, of Lauder Bros., dealers in grain and hay at San Francisco, Cal., died Dec. 19, as the result of a fall received several months ago. Mr. Lauder had been in the business thirty years, and was 56 years old.

Grain receipts at Seattle, Wash., through the West Seattle Elevator during the 12 months ending Nov. 30 were, in tons: Wheat, 17,734; oats, 2,027; and barley, 86; against, wheat, 47,631; oats, 1,315; and barley, 259, during the corresponding period ending Nov. 30, 1898.

The firm Galbraith, Bacon & Co. has been formed at Seattle, Wash., to succeed the Galbraith Grain Co. Capital stock, \$30,000; incorporators, J. E. Galbraith, W. W. Austin and C. H. Bacon. The latter was recently admitted into the firm, which is one of the most progressive on the coast.

December exports from San Francisco are reported by the Commercial News as 459,192 centals of wheat; 721 of oats; 374,848 of barley; 434,243 pounds of beans, and 8,959 bales of hay; against 86,300 centals of wheat; 3,281 of oats; 59,666 of barley; 381,148 pounds of beans, and 7,170 bales of hay, in December, 1898.

An Oregon farmer gives the cost of raising wheat on his farm at 22 cents a bushel, including hauling  $2\frac{1}{2}$  miles, all work done by hired labor; but not including taxes and interest. This man raised 4,590 bushels on 153 acres, and sold the crop for 47 cents a bushel. The largest items of expense were: Threshing, \$234; heading, \$175; sacks and twine, \$153; plowing, harrowing and cultivating, \$249; seed, \$78; and hauling, \$67. The yield per acre was 30 bushels.

### PENNSYLVANIA.

Grain trade news items are always welcome.

A musical entertainment wound up the old year on the Philadelphia Commercial Exchange.

L. F. Miller & Sons, Philadelphia, Pa.: We are very much pleased with the Journal and wish you success.

Exports from Philadelphia during the past year, compared with 1898, were: Flour, 2,115,122 barrels, increase, 500,-

696 barrels; wheat, 4,081,249 bushels, decrease, 1,587,075 bushels; corn, 29,426,267 bushels, decrease, 309,901 bushels; oats, 7,865,416 bushels, increase, 2,099,999 bushels; rye, 619,183 bushels, decrease, 909,896 bushels.

### SOUTHEAST.

M. Myers, grain dealer at Halls, Tenn., has been visiting friends in Illinois.

Readers will confer a favor by sending us notices of new elevators, new firms and business changes.

A cargo of wheat inspected at New Orleans as No. 2 was found to be inferior to the samples on arrival at Marseilles, France, and caused heavy loss to the buyer.

A warehouse containing several thousand bushels of wheat, the property of the Farmington Mill Co., at Farmington, Tenn., was burned Dec. 22. Insurance on wheat, \$4,000.

December exports of grain from New Orleans were 3,456,000 bushels of corn and 240,000 bushels of wheat, against 1,894,000 bushels of corn and 1,685,000 bushels of wheat in December, 1898.

The Barnard & Leas Manufacturing Co. has recently sold to Philip Rahm, New Orleans, La., a special rice separator, plantation rice huller, special grain separator and Cornwall double-acting sifter.

The British consul at New Orleans states that an agent of the South African Republic has exported large quantities of corn from that port to Rotterdam. Thence the grain has been re-shipped to the patriot army.

The Standard Hay Co., of Norfolk, Va., of which Mr. N. T. Robinson was manager, has discontinued business. The company caused country shippers much grief during its short existence. It is to be hoped that Mr. Robinson will engage in some other line.

Although Norfolk, Va., has a grain and hay association, which is organized for the purpose of insuring fair treatment to those who ship to that market, it does not protect shippers from the tricksters who are not members. At present that market is in particularly bad odor. The responsible, fair dealing firms suffer from the reputation of the sharpers. They would profit by running the cheats out of town.

The record of the men comprising the firm of Birmingham Grain & Produce Co., at Birmingham, Ala., is exposed by the Chicago Packer, which says: It will not do for the shippers to place too much confidence in this concern. It may be possible they are trying to do a straight business at Birmingham, but all the indications are against them. They claim to be members of the Wholesale Grocers' Association and a letter has been sent to it, but thus far no report has come. A shipper should always use great care in dealing with a firm the members of which have had bad reputations. The safest way to do business with the Birmingham Grain & Produce Co. is to demand cash in advance.

### SOUTHWEST.

T. H. Bunch's new elevator at Little Rock, Ark., is rapidly nearing completion.

The rumor that Mexico would remove the duty on corn caused considerable excitement among the southwestern



grain men. The rumor has been denied.

Farmers at Garber, Okla., held an indignation meeting recently to protest against being compelled to support five grain men at that point, alleging that the business is too light. They complain that prices are too low, compared with other points.

### TEXAS.

E. C. Worrall has established himself in the grain business at Galveston, Tex.

Readers will confer a favor by sending notices of new elevators, new firms and business changes.

Broomcorn was grown the past year in Texas with great success. The acreage this year will be increased.

The Southern Pacific has completed a branch line from Thibodaux to Napoleonville, and is extending from Cedar to Rockland, 50 miles.

Work on the foundation of Orthwein's new elevator at Ft. Worth, Tex., which was suspended several weeks owing to delay in the arrival of material, has been resumed.

Rice growing on a large scale will be undertaken in Jefferson county, Tex., by a syndicate of Iowa farmers who have obtained options on 10,000 acres. Mills will be erected to clean and grade the rice on the farm.

L. J. Polk, general manager of the Gulf, Colorado & Santa Fe Railroad, has been fined \$50 for contempt of court in writing a letter impugning the motives of the State Railroad Commission in fixing the rate on oats to suit the grain dealers.

Success has crowned the endeavors of the government to introduce Texas wheat in the macaroni factories of southern France. The quality of the Texas wheat has been found suited to the needs of the manufacturers, and an annually increasing export trade is expected to develop.

The first shipment of Texas hay put up in round Lowry bales was loaded recently at Greenville for export via New Orleans. The car contained 87,396 pounds of hay. Only about 30,000 pounds of hay put up in the old-fashioned square bales could have been loaded in the same space.

Grain exports from Galveston for the seven months ending with December, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade, were 9,210,000 bushels of wheat, and 5,045,000 bushels of corn; against 7,838,000 bushels of wheat and \$1,400,000 bushels of corn during the corresponding months of 1898.

Grain Production in Texas is the title of a recent article in the Dallas News, showing how important the grain crops are becoming in that state. Although wheat has been cultivated for many years in the fertile lands of the Red river belt in northern Texas, the growing of wheat as a commercial crop really dates from the opening up of the Panhandle country to settlement by the building of the Fort Worth & Denver railroad. That section of the state almost immediately sprang into prominence as a wheat growing country, and the success attending the culture of the crop in that territory encouraged efforts on an extensive scale in the countries where wheat raising was not an experiment, but where the development of the industry had been neglected. Since that

time not only has the Panhandle country been a great wheat growing section, but north Texas as well, and year by year the wheat belt is being extended, until it has crept well down into central Texas and embraced a considerable portion of western Texas.

E. H. Crenshaw, secretary, has issued a circular letter to the members of the Texas Grain Dealers' Association, urging them to see and use their personal influence with their representatives to have their new tax bill amended, making the occupation tax on grain dealers the same as that on cotton buyers. Through an oversight of the framers of the bill, which will come up before the legislature Jan. 23, grain dealers are left subject to the same burdensome merchants occupation tax as under the old law.

The Chas. Orthwein's Sons Co. will build a half million bushel elevator at Ft. Worth, Tex., having employed a practical man to take charge of the work for day wages. The bids of the different contractors who figured on the former plans of the company seemed to have been too high, so that the company will build an elevator itself and pay even a higher price for it. A grain firm which has had no experience in building elevators cannot expect to build as well or as cheaply as a contractor who has made a special study of the work.

Several grain dealers of Collin County, Texas, have formed the McKinney Milling Co., to build and operate a flour mill at McKinney. The capital stock of the company is \$50,000, and the stockholders are J. P. Crouch, of the H. H. Crouch Grain Co., president; Jesse Shaine, vice president; E. W. Morten, of the E. W. Morten Grain Co., Farmersville, secretary; John S. Heard, treasurer; Louis Scott, of Melissa; S. D. Heard, and W. B. Newsome, of McKinney. A good location for the building, on the site of the old Union Mill, has been selected, with good water supply and excellent transportation facilities. Work on the building is to begin immediately.

Until within the past two or three years large quantities of corn were shipped into Texas from other states, and in many parts of Texas cotton farmers bought Kansas corn to feed the mules which they used in making a cotton crop. Then some of the north Texas counties got into the corn raising business, and the black prairies yielded handsomely, seventy-five bushels to the acre not being uncommon. Within the past two years, however, the raising of corn has received great impetus and Texas today not only supplies its home demand, which, by the way, has enormously increased, but has a comfortable surplus left over for export at remunerative figures.—Dallas News.

### WISCONSIN.

William Schimmel, at one time prominent in the grain business, died recently at Superior, Wis., aged 76 years.

Work on the new elevator of the Omaha Railroad at West Superior, Wis., is being rapidly prosecuted, 225 men being employed, and it is expected the house will be completed April 1.

The harbor of Marinette, Wis., will be kept open this winter by the ice crusher Algomah, with a view to shipping grain east from St. Paul and Minneapolis via the Sturgeon Bay canal.

J. Evans, who sold his elevator and feed mill at Barneveld, Wis., to Harvey Jones, was in Chicago last week looking for a new location. He reports that the grain business in the vicinity of Barneveld is being crowded out by the feeders.

The market for wheat at Milwaukee will be greatly improved by the operation of the Sanderson Mills, which have been purchased by Alexander and Harry Berger, who have been engaged in the grain commission business. Messrs. Berger will retire from the grain business.

Wise members of the Milwaukee Chamber of Commerce wore old clothes Dec. 30. Others paid the penalty for their rashness with a coat, not of tar and feathers, but of flour and feed, stuck on with water, which fell on the just and unjust alike. A German band was a feature of the day.

### THE AUTOMOBILE.

By a Pessimist.

Two grain men, standing side by side  
Watched an automobile roll by.  
And one looked very glum and sighed,  
Alas and alack, poor you and I!

"The horse," quoth he, will soon be gone,  
Pushed out like the poor Red Man;  
And then who'll eat the oats and corn?  
Now tell me, sir, if you can."

"It ennobles man to be with a horse,  
The wisest and best of beasts.  
Why, sir, to drive that automobile,  
Is as crumbs compared to feasts."

"There's the bicycle and the trolley car  
Which carry the mass of mankind;  
We'll soon forget there were horses at all.  
'Out of sight, out of mind,' I find."

Men, women and, children will all be drawn  
By electricity or steam.  
Oblivion will swallow the poor grain-man  
And the farmer, it would seem.

With naught to eat his hay and grain,  
The fair, broad fields of corn  
Will then be known by the artist alone,  
While the fields are bare and forlorn.

And what's to become of the great elevators,  
Chicago's pride and delight?  
'Twon't pay to store air and I already see  
Them crumble like ghosts in the night.

And what's to become of all the grain cars?  
Why, one can see at a glance,  
They'll be used to bear pork and beans,  
sir,  
Or railroad presidents (perchance).

And what's to become of the vast grain ships?  
Their charters they soon will rescind;  
They'll have to be used for Chicago elopers,  
Or yacht races when there is no wind.

And what's to become of the poor grain shipper?  
He'll have nothing to ship, ere long.  
He'll suck his thumb and sigh for old times  
When business was brisk and strong.

And as to the fate of receivers so sad,  
We'll buy a hand-organ, Friend,  
Grind out rag-time, and then pass our hat,  
For our business will soon have to end.

What will become of inspectors of grain,  
The weighmen and track buyers, too?  
They'll all die soon with broken hearts,  
And the grain brokers will boo! boo!

The Grain Dealers Journal will soon have to cease,  
And it's publisher go to the wall,  
Or call out, "Rags, and old iron,"  
With a sorrowful, loud, lusty bawl.

The associations will be memberless,  
The banquets will go uneaten;  
And, like the horse, we'll pass away,  
Unsung, unsought, and beaten.



## THE SUPPLY TRADE

Edward B. Ashton, of Saratoga Springs, N. Y., has sent out a very neat calendar for 1900.

Fairbanks, Morse & Co., of Chicago, Ill., have recently placed thirty-three new elevator grain scales in the elevators at the head-of-the-lakes.

The N. P. Bowsher Co., of South Bend, Ind., has recently added new equipment to its machine shop, to enable it to keep pace with the demand for its goods.

Bean & Cole, of Sullivan, Ill., have changed the name of their automatic car loader from "Eureka" to "Ideal," and hereafter it will be known as the Ideal Automatic Car Loader.

A neat and useful article for the desk in the shape of a paper knife and envelope opener is being sent out to its customers by the Union Grain & Hay Co., of Cincinnati, O. We can recommend it.

We are in receipt of a Columbia desk calendar, which has been regularly issued for the last fifteen years by the Pope Mfg. Co., Hartford, Conn. This is one of the most useful calendars that can be sent out.

The Hay Trade Journal of Canajoharie, N. Y., has issued a calendar containing a group picture of those in attendance at the annual meeting of the National Hay Association, held in Detroit last August.

The S. Howes Co., Silver Creek, N. Y., is getting out a complete catalog, which will include a full line of Eureka Cleaners and Scourers, Oat Clippers, and Flour, Bran and Feed Packers. It will be sent free to all who wish it.

The National Seed & Grain Separator Co. has been incorporated at Adrian, Mich., with a capital of \$10,000. This company will manufacture seed separators, etc. The incorporators are J. W. Helm, Jr., L. H. Salsbury, J. Hoag, C. R. Miller, all of Adrian.

The Bates & Edmonds Motor Co. has been incorporated at Lansing, Mich., with a capital of \$25,000, for the manufacturing and sale of gas engines. The incorporators are J. P. Edmonds, M. F. Bates, R. W. Morse and C. C. Longstreet, all of Lansing.

A vest pocket market manual or red book of valuable statistics is sent quarterly to their friends and customers by Chas. D. Snow & Co., of Chicago, Ill. It contains quotations and statistics from the Chicago Board of Trade, Chicago Stock Exchange and New York Stock Exchange, and will be sent free on application.

A new belting factory has been incorporated in Illinois, and on Jan. 1, 1900, commenced business under the firm name of Thomas Belting Co., with offices and factory at 48 S. Clinton St., Chicago. J. M. Thomas is president and G. O. Thomas secretary and treasurer. These gentlemen have long been identified with the belting business and their many friends wish them well.

The calendar sent to its friends and customers by the H. W. Caldwell & Son Co., of Chicago, Ill., is a beauty and a fine specimen of printer's art. The large illustration presented is called "Lucky Dogs," and we have no doubt but that the recipients will consider themselves as such. In the lower left hand side is a picture of their factory in 1875 and in the lower right hand side one of the plant in 1900, which shows remarkable growth and expansion and

no doubt causes the firm to feel that they are "Lucky Dogs."

Among the new grain handling devices offered by advertisers in this number is a Loading Spout Holder, which has been used by Lockwood Bros., of Des Moines, Iowa, in their elevators for the last four years and found to be a great labor saver. They are not disposed to keep this good thing to themselves, but offer it to all.

An interesting wall map showing Pittsburg, Pa., with its suburbs and neighboring towns and the different industries located there, has been received from Daniel McCaffrey's Sons, receivers and shippers at Pittsburg. The map gives one some idea of the greatness of the manufacturing, mining, oil, natural gas and other industries in their locality.

The Edward P. Allis Co., of Milwaukee, Wis., transacted last year the largest business in its history. So tremendous was the flood of orders that the company found its immense plant inadequate, and was compelled to enlarge as well as to purchase the Lake Erie Engineering Works at Buffalo. The company will erect a large steel building at Milwaukee, and when completed, will increase its present force of 2,400 men to 3,000 besides the 350 employed at Buffalo. The Allis Co. is said to be the largest manufacturer of machinery in the world.

The M. S. Field Mfg. Co., of Racine, Wis., has filed articles of incorporation, with a capital stock of \$10,000. The incorporators are Martin S. Field, T. C. Strand, Fred Jorgenson and Robert N. Johnson. Each member of the new company was formerly connected with the Johnson & Field Mfg. Co. This company will manufacture fanning mills for farm, warehouse and elevator use in all sizes. They will also manufacture a sucotash machine. The members of this firm are known to the trade, having been in the business for many years.

## PATENTS GRANTED

Perry Poyneer, of Columbus, Ind., has been granted letters patent No. 640,583 on a fanning mill.

Richard Nuttall, Sr., and Richard Nuttall, Jr., of Allegheny, Pa., have been granted letters patent No. 640,018 on a gas engine.

Henry W. Cutler, of Wilbraham, Mass., has been granted letters patent No. 640,107 on a grain drier and assigned it to the Cutler Co., of same place.

Haworth & Dewhurst, Ltd., of Pittsburg, Pa., have registered the word "Satisfaction" as a trade mark on oat flakes, rolled wheat and rice, under No. 33,969.

George W. Lewis, of Chicago, Ill., has been granted letters patent No. 640,672 on a gas engine and assigned same to the J. Thompson & Sons Mfg. Co., of Beloit, Wis.

Edward C. Berghoefer, of Milwaukee, Wis., has been granted letters patent No. 639,655 on an elevator and conveyor and assigned one-half to Charles Berghoefer, of same place.

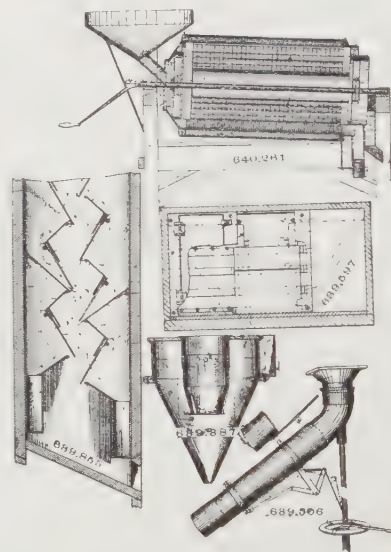
George H. Birchard, of Lincoln, Neb., has been granted letters patent No. 639,506 (see cut) on a grain spout. The principal feature of this spout is a device for lengthening and shortening it

by means of a lever connected to a sleeve working upon the spout.

Henry Bernhard, of Strasburg, Ill., has been granted letters patent No. 640,623, on an automatic weighing machine and assigned it to John E. Sarles, of New York, N. Y.

Arthur H. Neale, of Beaver Falls, Pa., has been granted letters patent No. 639,683 on a gas engine, and assigned thirteen-twenty-fourths to Timothy French, Allegheny, and Charles M. Clarke, Pittsburg, Pa.

Edward W. Marten, of Farmersville, Tex., has been granted letters patent No. 639,597 (see cut) on a grain door for freight cars. The principal feature of this door is that it is made in two sections, the upper section rests on the lower section and the lower one rests on the sill, when the doors are in operative position. The doors are mounted on the car by hinges.

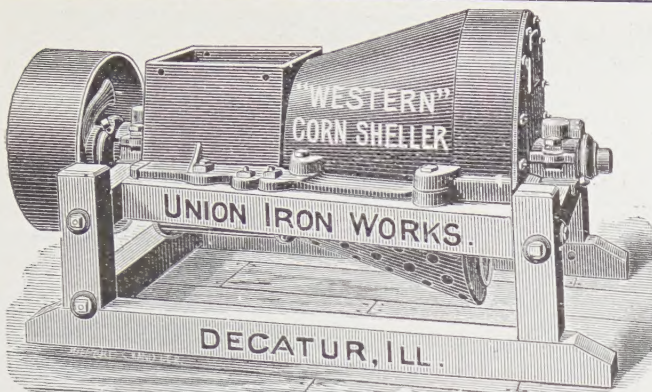


George C. Beeman, of Minneapolis, Minn., has been granted letters patent No. 640,261 (see cut) on a grain separator. The principal feature of this separator is a series of cylindrical screens one inside the other of different sized meshes. The grain is fed into the inside cylinder screen, all the screens revolve about a common axis. The separated grain is delivered into different channels.

Levi S. Hogeboom, of Minneapolis, Minn., has been granted letters patent No. 639,387 (see cut) on a dust collector, and assigned same to the Knickerbocker Co., of Jackson, Mich. This consists of a tapering separating chamber with a means for causing the dust laden air to whirl in it, and having an exit for the separated solid matter at the lower small end, and an outlet for the purified air at its upper large end.

Robert W. Jessup, of San Francisco, Cal., has been granted letters patent No. 639,855 (see cut) on a grain separator and assigned one-half to Fairfax H. Wheelan, of same place. This separator has a series of screens adapted to separate the material, and a suitable channel in which the screenings are kept apart. There is a cut-off device arranged within the channel adapted to intercept the stream of screenings and turn it back again into the material. Thus only those screens below the level of the cut-off plate are effective for final separation.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

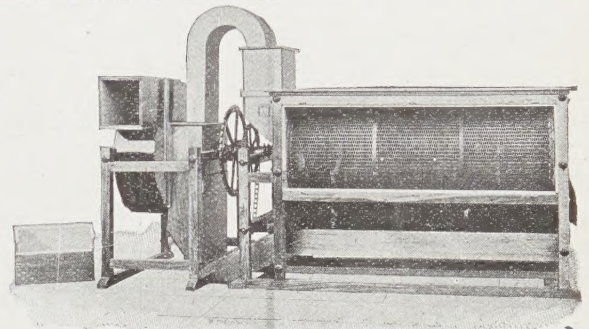
DECATUR, ILL.

Sole Manufacturers

## "WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators  
...and Elevator  
Machinery  
...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.



"WESTERN" WAREHOUSE CLEANER.

Write For Catalog.

## Reliable Insurance...

on Modern elevators and Contents can be secured at about one-half the rates charged by stock companies by addressing

**MILLER'S NATIONAL INS. CO.**  
205 La Salle St., CHICAGO, ILL.  
CHARTERED, 1865 ASSETS, \$2,338,841.99  
NET CASH SURPLUS, \$455,682.72  
W. L. Barnum, Secy

## The GRAIN SHIPPERS' Mutual Fire Insurance Association

Insures only desirable risks in Iowa, and has saved its policy holders in the past exactly 50 per cent of Board rates. For particulars, address

F. D. BABCOCK, SECRETARY,  
IDA GROVE, IOWA.

## P. B. SULLIVAN,

524 New York Life Bldg., Chicago.

Best facilities for placing Fire Insurance on Grain and Elevators.

All business placed in Old Line Companies, only licensed in Illinois. Write and representative will call on you.

## Seamless Baskets.

Catalogue and Linenoid Pin Tray Free.  
CRANE BROS. Linenoid Mfrs. Westfield, Mass.

## Perforated Metal For Grain Cleaners



## The Cramer Grain Distributor and Indicator For Country Elevators.

Absolutely prevents mixing of grain at elevator head. Under absolute control of operator. For information address the inventor, D. H. CRAMER, Grand Island, Neb., or to the sole manufacturers,

Webster Mfg. Co., 1075 W. Fifteenth St., Chicago.

## The SPENCERIAN DUST SHIELD



Absolutely prevents all dust and obnoxious matter from being inhaled.

It is small, but effective, and will never wear out, being made of brass, beautifully nickel plated. Special Price, prepaid, \$1.00.

SPENCERIAN SPECIALTY CO.

28 and 30 Abbott Court, Chicago, Ill.

Write for Circular.

Mention Grain Dealers Journal.

## BAGS New & Second Hand

All sizes to order. Write for prices.  
CINCINNATI BAG CO., CINCINNATI, O.

## DAMAGED GRAIN WANTED.

I buy damaged grain of all kinds. Write or wire me.

WM. B. GALLAGHER,  
72 Pearl Street, - - BUFFALO, N. Y.

## DOCKAGE TABLES...

Show the amount of dockage at 1½ lbs., 2 lbs., 2½ lbs., 3 lbs., 3½ lbs., 4 lbs. and 5 lbs. per bushel for any sized wagon load of wheat containing from 2 to 600 bushels. This table is constructed to conform to the usual custom of dropping all odd pounds in the weighing of wheat. It is printed on strong cardboard from heavy faced type. Price, 10 cents each.

FOR SALE BY

GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO.



## CORN ECONOMY

results from feeding the grain in the form of finely ground meal. All ground food is digested. No waste. It therefore takes less grain to produce the same or better results.

Vertical Burr Stone Mills  
16 to 30 inches, grind faster and finer than any other. Largest capacity. Make also Out Clippers, Engines, Boilers, Pumps, &c. Ask for free catalogue "B".

CHAS. KAESTNER & CO.  
241 S. Jefferson St., Chicago, Ills.

# SEAMLESS COTTON GRAIN BAGS.

## MILWAUKEE BAG CO. MILWAUKEE, WIS.



# CLARKS Freight Agents' Official GRAIN DEALERS' AND SHIPPERS' FOR 1899-1900 GAZETTEER

Containing Complete Grain Inspection Rules  
and

## Official Lists of Grain Dealers and Millers

on over 100 lines of Railroad.

Names arranged by Railroads. Over 200 pages.  
Well bound in cloth. Stiff or flexible cover.

JUST OUT. PRICE \$1.00.

Address,....

Grain Dealers Company,  
10 Pacific Ave., CHICAGO, ILL.

## THE VALUE

of an ad. is not measured by what it  
costs, but by what it pays the adver-  
tiser.

Ads. in the Grain Dealers Journal  
Pay Advertisers Well.

## Clarks Car Register.

Indispensable to grain receivers and large ship-  
pers. Affords ready reference to the entry or  
record of any car number.

All numbers are separated into 100 divisions.  
indexed by first and second right-hand figures, so  
one can quickly find the record of any car entered.  
In looking for 9846, turn to the marginal index for  
the unit, 6, on that page find column 4, and follow  
blue line in column to figure 8, which will be the  
number wanted.

The book comprises double pages of heavy  
paper ruled in columns for initials, car number  
and record of 5,000 cars. Well bound, 11 x 14 1/2  
inches. Price \$1.50.

The same book, with space for registering  
7,500 cars. Price \$2.50.

Sold by GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## THE GAS AND GASOLINE ENGINE AND ITS AGE....

BY NORMAN & HUBBARD.

Is a practical hand book of questions and  
answers; a reference book for users and those  
contemplating the purchase of a gas or gasoline  
engine. It gives a historical review of the growth  
of the gas and gasoline engine and the features that  
are essential to the good working of a gas or gaso-  
line engine. It gives a long list of questions and  
answers which are invaluable to users, describes an  
indicator, the pounding of engines, precautions in  
running a gas engine, etc. It also gives a descrip-  
tion of nearly all the prominent makes of American  
engines. Besides a very complete set of rules and  
tables, which are invaluable to operators of engines.  
This book is of convenient size, well bound in cloth  
covers, printed on book paper, and profusely illus-  
trated. Price \$1.50.

For Sale by  
GRAIN DEALERS COMPANY,  
10 Pacific Avenue, CHICAGO.

## Clark's Decimal Grain Values

It also re-  
duces pounds  
to bushels on  
the same page.  
This book is well  
bound. The tables  
are printed in red and  
black, with heavy and  
light faced type. Price \$5.00.

FOR SALE BY

GRAIN DEALERS COMPANY,  
10 Pacific Ave., CHICAGO, ILL.

## Robinson's Telegraphic Cipher Code (Revised)

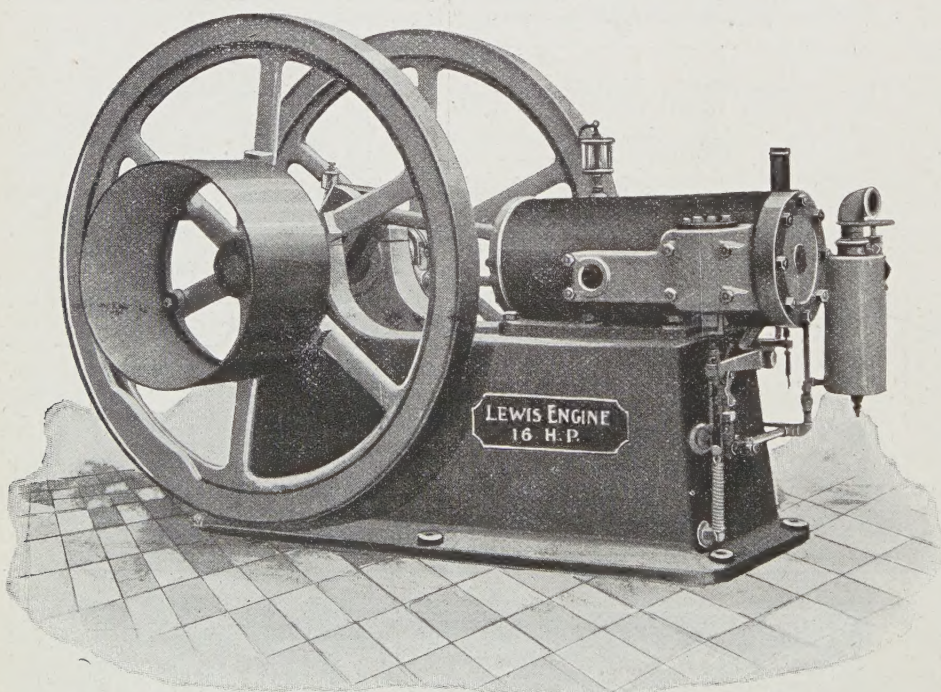
is more extensively used by  
GRAIN and PROVISION DEALERS  
and MILLERS

than all other codes combined. It is compact, small  
and can be easily carried in the pocket. It has been  
revised recently and fifteen pages added. Every  
cipher word, quotation and phrase in former editions  
has been retained, including Quotations, Railroads,  
Grades of Grain, Mill Feed, Hay, phrases to meet  
the present demands of the trade; Bids, Accept-  
ances, Billing, Shipping Instructions, etc. Get the  
latest edition; by using it your messages will be un-  
derstood, you will save time and expense.

Price unchanged. Bound in leather, gilt edges,  
\$2.00; cloth binding, \$1.50. Address

GRAIN DEALERS COMPANY,  
10 Pacific Ave. CHICAGO, ILL.

# Original Lewis GASOLINE ENGINES



GOLD MEDAL,  
WORLD'S FAIR, 1893.

TWO GOLD MEDALS,  
OMAHA EXPOSITION, 1899.

MOST POPULAR AND  
RELIABLE FOR

**G**RAIN ELEVATORS,  
WATER WORKS,  
ELECTRIC PLANTS.

VOLUME GOVERNOR.  
DOUBLE EXHAUST.

AIR ADJUSTMENT TO  
REGULATE MIXTURE.

**J. THOMPSON & SONS MFG. CO.**  
BELOIT, WIS.



**The Jeffrey Manufacturing Co.**  
COLUMBUS, OHIO, U. S. A.

## ELEVATOR and MILL SUPPLIES.



### JEFFREY Standard Grain Buckets.

Jeffrey  
Detachable Chains, Sprocket Wheels, Elevator Buckets, Elevator Bolts, Elevator Buckets, Cotton Belting, Rubber Belting, Leather Belting, Spiral Conveyors, Shafting, Hangers, Pulleys, Gearing, Set Collars, Clutches, Couplings.

SEND FOR 1899 CATALOG.

## LOCATIONS FOR INDUSTRIES.

The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, traverses eight States, namely:

NORTH DAKOTA.	MINNESOTA.	NORTHERN MICHIGAN.
SOUTH DAKOTA.	IOWA.	WISCONSIN.
Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

which comprise a great Agricultural, Manufacturing and Mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address,

**LUIS JACKSON,**

Industrial Commissioner C., M. & St. P. R'y,

660 Old Colony Bldg., Chicago, Ill.

### ABOUT DINING CARS.

The verdict given by the general public that the Great Rock Island Route has the Best Dining Car Service in the world, will not be disputed by patrons who have used this line. Thousands of letters testify to this fact. A better meal cannot be secured in any hotel or restaurant in the cities of New York or Chicago than is served in the Rock Island Dining Cars. A la carte on all cars; a splendid lunch served on Colorado trains for 50 cents.

# DIXON'S SILICA GRAPHITE PAINT

**FOR TIN OR SHINGLE ROOFS AND IRON WORK.** Tin roofs well painted have not required repainting for 10 to 15 years.  
**IT IS ABSOLUTELY WITHOUT AN EQUAL.**

If you need any paint it will pay you to send for circular.

**JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.**



## Loading Spouts...

That load grain right. They give a spiral motion to the grain so that it leaves the spout with enough force to take it to the end of the car. Grain passing through a spout with a spiral motion is delivered in better condition, not being scoured or worn as much as when loaded from ordinary spouts. Write for catalog.

**ABENDROTH & ROOT MFG. CO.,**

Monadnock Block, CHICAGO.  
99 John Street, NEW YORK.

## United States Scale Company, TERRE HAUTE, IND.

Established 23 Years.

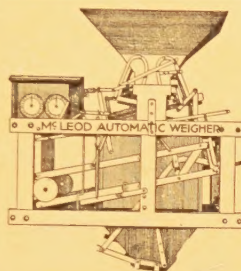
MANUFACTURERS OF  
ALL KINDS OF

## LARGE SCALES

First-Class Reliable Scales at the Lowest Prices.

References everywhere. We will give you prompt, satisfactory work at lower prices than can be had anywhere else. Skilled men to erect scales. Send for circulars and prices.

**S. J. AUSTIN, Prest.**



## Shortages in Shipments.....

Can be detected by providing reliable weighing facilities. A **McLeod Automatic Weigher** will pay for itself in a short time. It weighs and registers accurately all the time.

**ROOT & SMITH,** General Agents, **Kansas City, Mo.**

**MCLEOD BROS.**  
Patentees and Makers,  
MARIETTA, KAN.

**H. C. HART,**  
Sole Agent for Nebraska,  
EDGAR, NEBR.

TRANSMISSION PROBLEMS SOLVED.

STATE YOUR CASE.

THE TRANSMISSION NUT

THE DODGE MFG. CO.

KNOW HOW TO CRACK TRANSMISSION NUTS. HAVE YOU ANY TO CRACK?

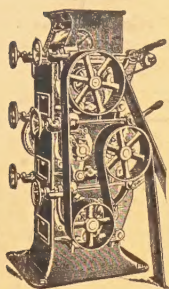
NEW YORK, BOSTON, CHICAGO, LONDON.

**DODGE**  
MANUFACTURING  
CO. MISHAWAKA, IND.

MOST TALKED OF GOODS IN THE MARKET—YOU CAN'T MAKE A MISTAKE.



# CORN and FEED MILLS



4 Roll and 6 Roll  
Gear or Belt Drive  
for Slow Roll.

## IT PAYS

To have one  
in connection with  
an elevator,  
and to have the  
BEST one.

Ours has no equal in Strength, Dura-  
bility, Efficiency, Convenience, Capacity,  
and Quality of Work.

Several sizes. Prices very reasonable.

**The Edward P. Allis Co.**  
**MILWAUKEE, WIS.**

## Books for Grain Dealers....

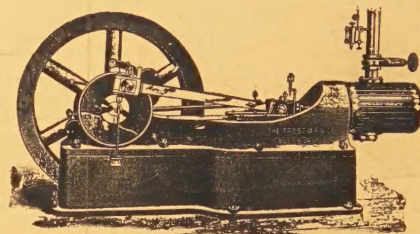
All kinds of Account Books, Grain Tables,  
Cipher Codes and other books of value to  
regular grain dealers. Send for catalog to

**GRAIN DEALERS COMPANY,**  
10 Pacific Avenue. CHICAGO, ILL.

# GASOLINE ENGINES

## STEAM ENGINES

## BOILERS



Elevator Machinery and Supplies  
of all kinds.

**THE FROST MFG. Co.**

130 Simmons St. GALESBURG, ILL.



## WELLER MFG. CO.



### Grain Elevator Machinery

...AND...

### SUPPLIES OF EVERY DESCRIPTION



INCLUDING

**Power Grain Shovels,  
Belt Conveyor Trippers,**

Elevator Buckets and Boots, Car and Marine Loading  
Spouts, Bin Bottoms, Turn Heads,  
Indicator Stands,

Shafting, Pulleys, Sheaves, Friction Clutches, Etc.



Send for General Catalog No. 14.

**118-126 North Avenue,  
CHICAGO.**



GEORGE F. McAYEAL & CO., Portland, Ore., Northwestern Agts.

WE CAN FURNISH OUR  
**AJAX TRANSMISSION ROPE**  
IN ALL LENGTHS and SIZES DESIRED.



**HANNON  
COMPANY**

24-26 MARKET ST.  
CHICAGO.